

TRANSPORTATION PROJECT REPORT

DRAFT DESIGN REPORT / DRAFT ENVIRONMENTAL IMPACT STATEMENT / DRAFT 4(f) EVALUATION

VOLUME 12

Appendix G - H:

G – Public Involvement Plan and Summary

H – Public Comments and Responses

November 2016

PIN 5470.22
NYS Route 198 (Scajaquada Expressway) Corridor
Grant Street Interchange to Parkside Avenue Intersection
City of Buffalo
Erie County



ANDREW M. CUOMO
Governor

**Department of
Transportation**

MATTHEW J. DRISCOLL
Commissioner



**U.S. Department of Transportation
Federal Highway Administration**

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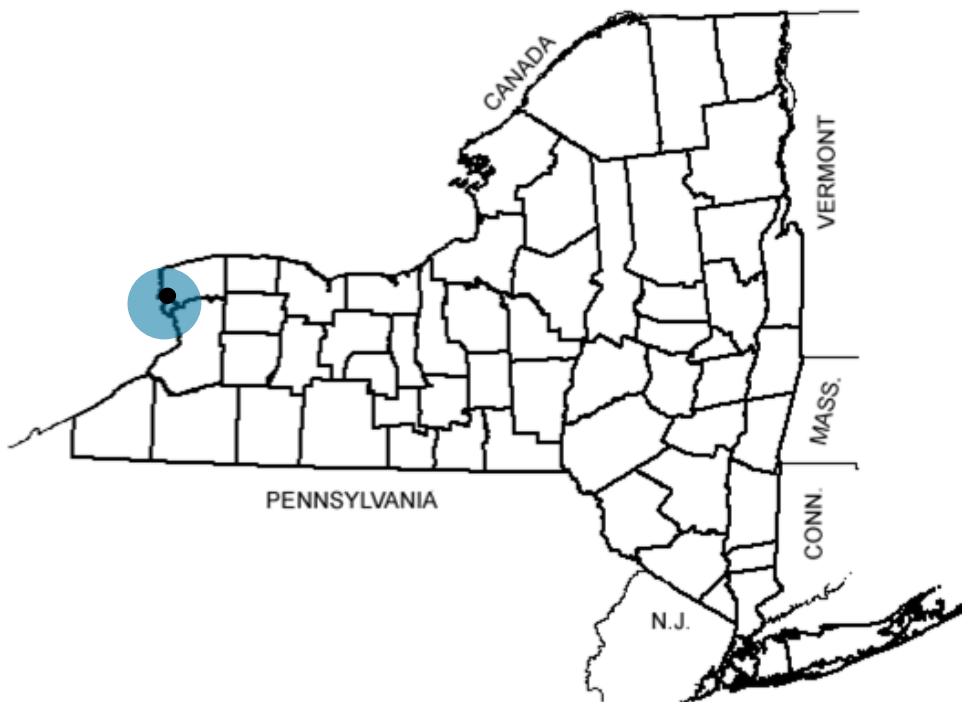
APPENDIX G

Public Involvement Plan and Summary

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Grant Street Interchange to Parkside Avenue Intersection
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PUBLIC INVOLVEMENT PLAN AND SUMMARY

It is the mission of the New York State Department of Transportation to ensure our customers, those who live, work, and travel in New York State, have a safe, efficient, balanced, and environmentally sound transportation system. To that end, public involvement is an integral part of the project development process. This document provides an overview of the public involvement program for the NYS Route 198 (Scajaquada Expressway) Corridor project. It summarizes the dates, times, locations, objectives, and results of each meeting. This summary has been and will continue to be updated up through publication of the Final Design Report/Environmental Impact Statement (FDR/FEIS). The primary tools for public involvement are described in the following sections.

G.1. Public Meetings and Hearings

Public meetings and hearings have been and will continue to be held throughout the duration of the study to provide the general public with an opportunity to participate and provide input. This series of meetings includes those required by the National Environmental Protection Act (NEPA). A series of interactive design workshops was also held at the onset of conceptual alternative development. A summary of the public meetings and hearings is included in Section G.6 of this document. Copies of meeting minutes are attached to this document.

G.2. Project Stakeholder Group

A Project Stakeholder Group was formed at the beginning of the study. Stakeholder Group representatives were identified by the NYSDOT Project Team with input from other internal and external resources. The Stakeholder Group was assigned the following responsibilities:

- Be a “sounding board” for the project team to determine if concepts and alternatives will be acceptable to the general public.
- Gather input from the groups they represent
- Bring the viewpoints of their constituency to the table
- Strive to build consensus
- “Talk the project up” to neighbors, the public, and others

The Stakeholder Group has and will continue to meet periodically over the duration of the study and continues to be an important resource to assist with decision making. Current stakeholder group members are listed in Exhibit G.2.1. A summary of each meeting is included in Section G.6 of this document. Copies of meeting minutes are attached to this document.

G.3. Project Mailing List

A project mailing list was developed as the basis for issuing newsletters, press releases, meeting notices, and other communications to the public. It contains the names and contact information of local officials, adjacent property owners, resource agencies, and various other individuals who have contacted the Department asking to be added to the list. The list has been the basis for sending out project mailings. Public requests for addition to the list can and have been made by telephone, in writing, and via e-mail. It is also possible to ask to be added to the list via the project website. The list is maintained by the Department on ProjectWise. The list has not been formally published to protect the personal information of those individuals whose information it contains.

Exhibit G.2.1. Stakeholder Group Members

Albright-Knox Gallery
American Trucking Association
Black Rock-Riverside Alliance
Black Rock-Riverside Good Neighbors Planning Alliance
Buffalo and Erie County Historical Society
Buffalo-Niagara Convention & Visitors Bureau
Buffalo-Niagara River Keeper
Buffalo Olmsted Parks Conservancy
Buffalo State College
Buffalo Zoo
Burchfield-Penny Art Center
Catholic Health System
City of Buffalo
City of Buffalo Bicycle and Pedestrian Advisory Committee
City of Buffalo Common Council Representatives
City of Buffalo Department of Public Works, Parks, & Streets
Delaware Park Steering Committee
Elmview Place Block Club
Elmwood Village Association
Erie Community College
Erie County Department of Environment and Planning
Erie County Legislature
Federal Highway Administration
Forest District Civic Association
Forest Lawn Cemetery
GO Bike Buffalo
Greater Buffalo Niagara Regional Transportation Council
Grant-Amherst Business Association
Martin House Restoration Corporation
Medaille College
New York State Senate Member Marc Panepinto
New York State Assembly Member Sean Ryan
New York State Assembly Member Crystal Peoples-Stokes
New York State Department of Transportation
Niagara Frontier Transportation Authority
Niemiec Builder Supply
Parents for a Safer Delaware Park
Parkside Community Association
Restore our Community Coalition
Richardson Center Corporation
Scajaquada Pathway Committee
Sisters Hospital

United States Congressman Brian Higgins
United States Congressman Chris Collins
United States Senator Charles Schumer
United States Senator Kirsten Gillibrand

G.4. Newsletters and Press Releases

Project newsletters and Press Releases have been and will continue to be periodically produced and distributed throughout the duration of the study to keep individuals and groups informed of progress and events. The target audience is the general public. Newsletters contain simple, non-technical descriptions and graphical illustrations. The primary method of distribution has been mailing, although some have been distributed to partner agencies and community groups for further distribution. The newsletters were also published on the project website. Copies of the project newsletters and Press Releases are attached to this document.

G.5. Project Website

A dedicated project website was developed to facilitate the exchange of information regarding the study. Site content includes presentations, graphics, meeting minutes, and other summary information to keep the public informed on project schedule, estimated cost, and project milestones. It also functions as a continuous means for the public to communicate with the Department and ask questions. The website is hosted by NYSDOT Web Central and is accessible at the following address:

www.dot.ny.gov/scajquadacorridor

G.6. Public Involvement Activities Log

Public involvement activities that took place from May 31, 2007 to July 12, 2016 are listed in Exhibit G.6.1. This includes public meetings, public hearings, Stakeholder Group Meetings, and meetings with other parties. Following the list, summaries are provided for the public meetings and other activities with more details.

Exhibit G.6.1. Public Involvement Activities

Date	Activity
May 31, 2007	Stakeholder Group Meeting #1
September 13, 2007	Stakeholder Group Meeting #2 - Project Corridor Tour
November 28, 2007	National Environmental Policy Act (NEPA) Scoping Meeting
December 10, 2007	NEPA Scoping Meeting - Business Briefing
April 23, 2008	Stakeholder Group Meeting #3
April 29, 2009	Stakeholder Group Meeting #4
July 9, 2009	Buffalo State College Campus Plan Update
September 16, 2009	Public Interactive Design Workshop #1 – I-190 to Grant Street
November 4, 2009	Public Interactive Design Workshop #2 – Parkside to NYS Route 33
April 29, 2010	Public Interactive Design Workshop #3 – Elmwood & Delaware Park
April 28, 2011	Stakeholder Group Meeting #5
May 26, 2011	Buffalo Olmsted Parks Conservancy Board Briefing
February 15, 2012	Stakeholder Group Meeting #6
March 16, 2012	Complete Streets Coalition & Bicycle & Pedestrian Advisory Board Meeting

March 26, 2012	Buffalo Olmsted Parks Conservancy Board Meeting
March 21, 2013	Stakeholder Group Meeting #7
April 23, 2013	Parkside Community Association Traffic Committee Meeting
June 21, 2013	Briefing with Assemblyman Ryan's Office
July 10, 2013	Albright-Knox Art Gallery Meeting
July 17, 2013	Buffalo Olmsted Parks Conservancy Board Meeting
July 18, 2013	Briefing with Assemblyman Ryan
December 13, 2013	Buffalo Olmsted Parks Conservancy Board Meeting
January 16, 2014	Buffalo Olmsted Parks Conservancy Board Meeting
February 13, 2014	Parkside Community Association Meeting
April 9, 2014	Public Meeting #1 with Assemblyman Ryan
July 27, 2015	Project Briefing for Assemblyman Ryan
September 16, 2015	Public Meeting #2
October 14, 2015	Meeting to Discuss Proposed Interim Pedestrian Crossing at Lincoln/Iroquois
October 20, 2015	Meeting with Albright Knox
November 2, 2015	Meeting with City of Buffalo Bicycle & Pedestrian Advisory Board
November 17, 2015	Stakeholder Group Meeting
January 14, 2016	Stakeholder Group Meeting
February 10, 2016	Public Meeting #3
February 18, 2016	City of Buffalo Traffic and Engineering Department Meeting
February 24, 2016	Buffalo Olmsted Parks Conservancy Board Meeting
March 1, 2016	Meeting with Niagara Frontier Transportation Authority
March 1, 2016	Meeting with Community Member Larry Williams
March 2, 2016	Meeting with Humboldt Community Association/Glenwood Neighborhood
March 3, 2016	Meeting with Bicycle & Pedestrian Advisory Board and Go Bike Buffalo
March 8, 2016	Buffalo Olmsted Parks Conservancy Board Design Committee Meeting
March 10, 2016	Meeting with Buffalo State College, Buffalo Zoo, Albright Knox
March 17, 2016	Meeting with City of Buffalo Engineering, Traffic and Parks Departments
March 24, 2016	Meeting with Buffalo Zoo, Buffalo Olmsted Parks Conservancy, and City of Buffalo
March 29, 2016	Buffalo Olmsted Parks Conservancy Board Design Committee Meeting
March 31, 2016	Meeting with Parkside Community Association, Scajaquada Corridor Coalition, Elmwood Village Association, and Grant Amherst Business Association
April 19, 2016	Meeting with Business Owner Rob Niemiec
May 9, 2016	Meeting with Assemblyman Ryan
May 12, 2016	Stakeholder Group Meeting
May 16, 2016	Meeting to Discuss Main/Humboldt/Kensington Intersection
May 19, 2016	Public Meeting #4 (Open House)
June 23, 2016	Stakeholder Group Meeting
July 11, 2016	Meeting with Albright Knox
July 12, 2016	Stakeholder Meeting with Buffalo State College

Meeting:	Stakeholder Group Meeting #1
Date	May 31, 2007
Place	NYSDOT Region 5 Office
Time	1:00 PM
Objective	<ul style="list-style-type: none"> • Gather the Stakeholder Group for the first time • Introduce the Design Team • Explain the Environmental Review Process • Explain the roles and responsibilities of the Stakeholder Group
Results	<ul style="list-style-type: none"> • Design team was introduced to the Stakeholder Group and listened to initial concerns and ideas • Next steps in the process were discussed

Meeting:	Stakeholder Group Meeting #2 – Project Corridor Tour
Date	September 13, 2007
Place	Corridor Vantage Sites and Parkside Lodge
Time	3:00 PM
Objective	<ul style="list-style-type: none"> • Tour the Scajaquada Expressway Corridor by coach bus, stopping at key locations including: <ul style="list-style-type: none"> ◦ I-190 Ramps to Grant Street ◦ Grant Street Interchange and Overpass ◦ Lincoln Parkway Pedestrian Bridge ◦ Delaware Avenue Interchange ◦ Parkside Avenue at Agassiz Circle ◦ Main Street at Humboldt Parkway • Conclude the tour at the Parkside Lodge for follow up discussion of observations
Results	<ul style="list-style-type: none"> • Personal experience of the corridor elements, issues and resources • List of ideas and concepts for the Scajaquada Corridor • Discussion about pros and cons of alternatives suggested in the City of Buffalo's Expanded Project Proposal

Meeting:	NEPA Scoping Meeting
Date	November 28, 2007
Place	Medaille College Lecture Hall
Time	6:00 PM
Objective	<ul style="list-style-type: none"> • Introduce the public to the study • Solicit comments on the draft Purpose and Need Statement • Solicit input on what are considered important existing environmental resources • Brief the public on study status and schedule
Results	<ul style="list-style-type: none"> • Listened to and recorded transportation and corridor issues and concerns • Responded to technical questions regarding data collected and presented to date • Received comments on the draft Purpose and Need Statement • Explained the Stakeholder Group concept and their role to the public

Meeting:	NEPA Scoping Meeting – Repeat Briefing
Date	December 10, 2007
Place	NYSDOT Region 5 Office
Time	1:30 PM
Objective	<ul style="list-style-type: none"> Brief a local business owner and political officials who could not attend the November 28, 2007 meeting. The same information was presented.
Results	<ul style="list-style-type: none"> Listened to concerns regarding the length of the project schedule Obtained additional input and answered questions about the existing expressway

Meeting:	Stakeholder Group Meeting #3
Date	April 23, 2008
Place	Buffalo State College
Time	3:00 PM
Objective	<ul style="list-style-type: none"> Provide an update on the study Seek additional input on the draft Purpose and Need Statement Review the Section 106 Consultation Process for Historic Preservation Issues Review public comments received to date Discuss ideas for additional outreach including interactive work sessions
Results	<ul style="list-style-type: none"> Early consensus on the draft Purpose and Need Statement Plan for a series of Interactive Design (Alternative Development) Workshops Additional agencies identified for invitation to join the Stakeholder Group Received input from businesses and schools regarding the need to maintain vehicular accessibility and corridor mobility

Meeting:	Stakeholder Group Meeting #4
Date	April 29, 2009
Place	Buffalo Zoo
Time	3:00 PM
Objective	<ul style="list-style-type: none"> Provide a status update Summarize information from draft Chapter 2 of the DR/EIS Seek additional input on the draft Purpose and Need Statement Review a working 3D model simulation the existing project corridor
Results	<ul style="list-style-type: none"> Received additional comments on the draft Purpose and Need Statement Obtained thoughts on how to improve publicity for upcoming public workshops Opening discussion on posted and operating speeds for alternative designs Consensus on format of the Interactive Design Workshops List of possible locations for the Interactive Design Workshops

Meeting:	Buffalo State College Campus Update
Date	July 9, 2009
Place	Buffalo State College
Time	None Listed
Objective	<ul style="list-style-type: none"> • Obtain information on Buffalo State College's development plans and studies • Listen to Buffalo State College comments and concerns
Results	<ul style="list-style-type: none"> • Discussed a possible future stadium location on campus • Disapproval of new off ramps from NYS Route 198 near Grant Street • Discussed possible locations for a proposed pedestrian overpass • Request that the proposed project not result in additional delay for students and faculty accessing campus (maintain corridor mobility)

Meeting:	Interactive Design Workshop #1
Date	September 16, 2009
Place	Burchfield Penney Art Center
Time	6:30 PM
Objective	<ul style="list-style-type: none"> • Focus on NYS Route 198 from I-190 through the Grant Street Interchange • Describe the environmental, roadway, drainage, traffic, and historic context • Welcome, thinking session, and recap for sharing of ideas • Provide an active role for the public in the shaping of alternatives • Obtain feedback on initial concepts
Results	<ul style="list-style-type: none"> • Concept for additional facilities to accommodate canoeing (launch/portage) • Concept for pocket parking along Scajaquada Creek • Disapproval of a sidewalk along Scajaquada Creek • Interest in an extension of Letchworth Street • Call for a speed transition zone between the viaduct and Grant Street • No preference for roundabouts or signalized intersections on NYS Route 198

Meeting:	Interactive Design Workshop #2
Date	November 4, 2009
Place	Saint Mary's School for the Deaf
Time	6:30 PM
Objective	<ul style="list-style-type: none"> • Focus on NYS Route 198 from Parkside Avenue to NYS Route 33 • Describe the environmental, roadway, drainage, traffic, and historic context • Welcome, thinking session, and recap for sharing of ideas • Continue cooperative alternative development with the public • Obtain feedback on initial concepts
Results	<ul style="list-style-type: none"> • Support for retaining the shape of Agassiz Circle • Disapproval of a three-lane roundabout at Parkside Avenue • Concept for lowering NYS Route 198 along the Delaware Park frontage • Concept for an additional entrance/exit from Delaware Park to NYS Route 198 • Discussed cost and engineering challenges associated with a tunnel beneath Parkside Avenue • Desire to maintain truck access for business, cultural, and educational sites • Suggestion for a boulevard with intersecting streets along Humboldt Parkway • Desire to reduce congestion, noise, and air impacts at Main/Kensington • Suggestion to place lights on a raised median • Desire for speed reduction. Some additional delay tolerable to meet other goals • Statement that local streets lose a significant portion of their width to snow storage during the winter • Request for a safer pedestrian crossing at Parkside Avenue • Request for speed reduction, pedestrian, bicyclist, and streetscape improvements as part of any alternative

Meeting:	Interactive Design Workshop #3
Date	April 29, 2010
Place	Delaware Park Marcy Casino
Time	6:30 PM
Objective	<ul style="list-style-type: none"> • Focus on NYS Route 198 from Elmwood Avenue to Delaware Park • Describe the environmental, roadway, drainage, traffic, and historic context • Welcome, thinking session, and recap for sharing of ideas • Continue cooperative alternative development with the public • Obtain feedback on initial concepts
Results	<ul style="list-style-type: none"> • Call for improved pedestrian and bicyclist facilities by enhancing the existing network of paths and sidewalks • Consensus that modern roundabouts with more than two through travel lanes are undesirable • Request to fully investigate signals as an alternative to roundabouts for intersections on NYS Route 198 • Desire to remove ramps and increase green space wherever possible • Desire to remove the ramp in the southwest quadrant at Delaware Avenue to visually and acoustically benefit Delaware Park and Hoyt Lake • Request to consider lowering NYS Route 198 along the Delaware Park frontage • Request for a pedestrian underpass where NYS Route 198 crosses Scajaquada Creek • Preference for a "boulevard feel" and "non-expressway" features • Suggestion to investigate quiet paving treatments • Suggestion that the focus of efforts along the entire corridor be geared toward the protection and enhancement of community assets rather than handling traffic • Suggestion to investigate narrower lanes (e.g. 11 ft in lieu of 12 ft) • Desire to retain NYS Route 198's function as a through roadway. If turned into a local street, traffic diversion and mobility during the winter were concerns • Suggestion to consider on-street parking • Suggestion to include enhancement features that appeal to pedestrians and bicyclists rather than just motorists who might not see them at higher speeds • Request for a drainage system that addresses both water quantity and quality • Suggestion to move lighting to a location where it will not be easily knocked down

Meeting:	Stakeholder Group Meeting #5
Date	April 28, 2011
Place	Delaware Park Marcy Casino
Time	3:00 PM
Objective	<ul style="list-style-type: none"> • Update Stakeholder Group on status and progress • Discuss schedule • Explain the results of the GBNRTC travel demand model • Present future no-build traffic analysis results • Provide early insight on preliminary alternative traffic analyses • Provide a comparison of projected signal vs. roundabout operations • Summarize the results of the Interactive Design Workshops
Results	<ul style="list-style-type: none"> • Attendees were provided with copies of existing and future year traffic volumes • Discussed that projected traffic diversion away from Route 198 is limited and why • Outlined the initial concept for a feasible alternative <ul style="list-style-type: none"> ○ Non-expressway principal arterial facility ○ Relative overall safety improvement ○ Improved pedestrian connectivity ○ Reduced travel speeds ○ Introduction of a "green" median ○ Improved harmony with surrounding community character and environment ○ Does not significantly erode the existing level of service • Received comments on the initial concept for a feasible alternative • Refined a location for the proposed pedestrian bridge at Buffalo State College • Received a suggestion for a canoe launch • Further discussed a possible Buffalo Parks Building relocation

Meeting:	Buffalo Olmsted Parks Conservancy Board Meeting
Date	May 26, 2011
Place	Delaware Park Marcy Casino
Time	9:00 AM
Objective	<ul style="list-style-type: none"> • Joint meeting of the Olmsted Design Review Meeting and Long Range Planning Committee • Provide a project update directly to the Conservancy • Continue a productive two-way dialogue with the BOPC • Share graphics showing the initial concept for a feasible alternative
Results	<ul style="list-style-type: none"> • BOPC presented a history of the Scajaquada Corridor • BOPC summarized its past comments on the study • Consensus emerged that the project would not be able to directly recreate Agassiz Circle • NYSDOT committed to modeling a 2-lane roundabout at the Parkside Avenue intersection and sharing the results with the Stakeholder Group and BOPC • Reaffirmed that the Department is committed to a non-expressway alternative that meets many of the Conservancy's goals however it must balance that with the interests of the community, economy, and overall mobility and safety • Received additional comments on what the BOPC would like to see considered as the study progresses

Meeting:	Stakeholder Group Meeting #6
Date	February 15, 2012
Place	Delaware Park Marcy Casino
Time	3:00 PM
Objective	<ul style="list-style-type: none"> • Update Stakeholder Group on status and progress • Share an updated conceptual feasible alternative having considered past Stakeholder Group and BOPC comments • Provide information on issues associated with a pedestrian underpass of NYS Route 198 at the Scajaquada Creek crossing • Present traffic simulation of a 2-lane roundabout at Parkside Avenue • Present a draft traffic simulation for the conceptual alternative • Receive comments on the revised concept
Results	<ul style="list-style-type: none"> • Recognition that none of the options suggested for the Main/Kensington location thus far have had the promise to significantly improve safety and operations despite extensive cost • Request to consider a roundabout at the proposed intersection on Iroquois Drive • Listened to concerns regarding traffic at Parkside Avenue • Request for installation of lighting in the NYS Route 198 median • Request to change the proposed right-in, right-out driveway from Delaware Park to NYS Route 198 to a right-in only • Preference for sidewalks and pathways to be/remain separate from the roadway • Request for the addition of pedestrian refuge islands wherever possible • Request to consider narrower lane widths (i.e. 11 ft instead of 12 ft) • Plan to meet a second time with the BOPC Board

Meeting:	Meeting with Buffalo Complete Streets Coalition / Bicycle & Pedestrian Group Representatives
Date	March 16, 2012
Place	Buffalo City Hall
Time	10:00 AM
Objective	<ul style="list-style-type: none"> • Present on project status • Review the updated initial concept for a feasible alternative • Obtain input and comments
Results	<ul style="list-style-type: none"> • Grant Street Corridor is on the GBNRTC 2008 Bike/Ped Master Plan • Preference for a lower posted speed limit on NYS Route 198 • Request for improved bicycle and pedestrian connections at Nottingham Terrace and across Elmwood Avenue • Information on a proposed bicycle path along the west side of Elmwood Avenue from Forest to Iroquois • Extended an invitation to participate in the Stakeholder Group • Request to consider a sidewalk along the east side of Delaware Avenue beneath NYS Route 198 • Information on flooding/splashing concerns on NYS Route 198 eastbound between Delaware Avenue and the Buffalo Parks building • Suggestion to increase the separation between the proposed roadway and Delaware Park comfort station • Advised that a traffic calming study is planned for Parkside Avenue • Asked for an interpretation of Agassiz Circle at the Parkside intersection

Meeting:	Buffalo Olmsted Parks Conservancy Board Meeting
Date	March 26, 2012
Place	Delaware Park Marcy Casino
Time	1:00 PM
Objective	<ul style="list-style-type: none"> • Joint meeting of the Olmsted Design Review Meeting and Long Range Planning Committee • Present content from Stakeholder Group Meeting #6 directly to the BOPC • Continue a productive two-way dialogue with the BOPC
Results	<ul style="list-style-type: none"> • BOPC presented draft comments on the initial concept for a feasible alternative • Request to utilize practical features with realistic maintenance requirements while emphasizing historic quality and character • Request to restore historic grades in areas where ramps are to be removed • Request for additional curvature west of Delaware Avenue • Request that water quality features reflect the shape of historic features • The BOPC would like to see additional bicycle and pedestrian paths created as alternatives to the Jesse Kregal Pathway adjacent to the Erie County Historical Society Museum • Request to consider improved pedestrian connectivity beneath the Elmwood Avenue bridge in conjunction with ramp removal • Expressed concern over anticipated operating speeds in the range of 40-45 miles per hour • Suggestion that a replacement Elmwood Avenue bridge evoke the design of the original structure • Request to reconsider placing traffic back on the Three Tribes (Lincoln Parkway) bridge • Request to relocate the proposed roadway farther away from the Delaware Park Comfort Station • Suggestion that the width of the median should be minimized to maintain the park buffer along both sides of NYS Route 198 • Suggestions made for improved connectivity between the Buffalo Parks building and Delaware Park • Request for landscaping and/or features that evoke the form of Agassiz Circle • Request to consider alternative alignments for the proposed entrance to Delaware Park from NYS Route 198 • NYSDOT requested a written statement from the BOPC regarding their position on the existing Delaware Park comfort station • The BOPC indicated formal comments would be provided to the NYSDOT in the near future

Meeting:	Stakeholder Group Meeting #7
Date	March 21, 2013
Place	Delaware Park Marcy Casino
Time	3:00 PM
Objective	<ul style="list-style-type: none"> • Joint meeting of the Olmsted Design Review Meeting and Long Range Planning Committee • Present content from Stakeholder Group Meeting #6 directly to the BOPC • Continue a productive two-way dialogue with the BOPC
Results	<ul style="list-style-type: none"> • A modern roundabout would not have adequate capacity to handle anticipated traffic demand throughout the project design year (2040) at the Parkside Avenue Intersection. • To date, no feasible major build alternative had been identified for the Main Street (NYS Route 5) and Kensington Avenue “triangle” that would significantly improve operations and safety without significant property impacts and construction cost. Minor improvements with targeted safety and pedestrian accommodation benefits are still under consideration. • Improvement at the Main Street (NYS Route 5) and Kensington “triangle” would encourage traffic diversion away from the Parkside Avenue intersection. • Proposed improvements would accommodate a full size tractor trailer to support the viability of adjacent commercial businesses and cultural institutions. • The Environmental Impact Statement will contain a Smart Growth Analysis per New York State Law. • One attendee asked the Department to consider removal of the yield controlled connector between Nottingham Terrace and NYS Route 198 at Lincoln Parkway • A 30 or 35 mph posted speed limit is not a realistic expectation for NYS Route 198.

Meeting:	Meeting with Parkside Community Association Traffic Committee
Date	April 23, 2013
Place	Parkside Community Association Office
Time	3:00 PM
Objective	<ul style="list-style-type: none"> • Provide summary and overview of various options considered for the Main Street (NYS Route 5) and Kensington Avenue “triangle.”
Results	<ul style="list-style-type: none"> • Reviewed the infrastructure, traffic, safety, and cost implications of 10 different options. • Discussed a new concept to address safety and pedestrian access issues on a smaller scale to be investigated further subsequent to the meeting. • Discussed improvements targeted for the Parkside Avenue intersection under Alternative 2A and several options that were screened as part of the preliminary design process.

Meeting:	Albright-Knox Art Gallery Meeting
Date	July 10, 2013
Place	Albright-Knox Art Gallery
Time	1:00 PM
Objective	<ul style="list-style-type: none"> • Present a summary overview of the various alternative solutions that had been considered for the corridor • Review in detail the features of Draft Preferred Alternative 2A and conceptual renderings of proposed roundabout on Iroquois Drive
Results	<ul style="list-style-type: none"> • Questions the art gallery representatives had concerning the project were addressed • Gallery representatives considered Alternative 2A to be a significant improvement over existing conditions, improving safety and beautifying the corridor while providing accessibility to and from their facility • Representatives were in support of the roundabout on Iroquois Drive and agreed that it had the potential to be a significant gateway feature to the art gallery

Meeting:	Public Meeting #1
Date	April 9, 2014
Place	Buffalo State College
Time	5:00 PM
Objective	<ul style="list-style-type: none"> • Summarize the history of the project, review input received from the public and stakeholders to date, describe a vision for the corridor's future, and to obtain additional input
Results	<ul style="list-style-type: none"> • Members of the public reviewed informational displays regarding the project, then a PowerPoint presentation on the proposed four-lane boulevard alternative was given • Discussions took place during the following question and answer period, comments were recorded • Subsequent to the meeting, Assemblyman Sean Ryan asked the NYSDOT to study alternatives that would convert the Scajaquada Expressway to a two-lane city street with a 30 mph speed limit or remove it entirely from Delaware Park

Meeting:	Public Meeting #2
Date	September 16, 2015
Place	Frederick Law Olmsted Public School 64
Time	5:00 PM
Objective	<ul style="list-style-type: none"> • Provide an update on recent traffic studies conducted as part of the proposed project to transform NYS Route 198 • Host panel discussion to respond to questions asked by members of the public
Results	<ul style="list-style-type: none"> • There is interest in having the Scajaquada Expressway better complement its surroundings including Delaware Park • Several different alternatives, how they might operate, and their potential effects on the adjacent neighborhoods have been studied • Comments received at the meeting will be incorporated in the Draft Environmental Impact Statement and the project will undergo more review

Meeting:	Stakeholder Group Meeting
Date	November 17, 2015
Place	NYSDOT Region 5 Office
Time	None Listed
Objective	<ul style="list-style-type: none"> Discussions with stakeholder group regarding interim improvements Updates on project progress
Results	<ul style="list-style-type: none"> General consensus that pedestrian crossings should be part of overall traffic calming, not before the rest of the measures Stakeholders recommend transition zones at each end, and lane narrowing should be done now Need to discuss SCC's 13 Points at next meeting, whether they should be part of interim measures or long-range plan Stakeholders expressed concern over safety issues due to interim measures such as stop signs and differing speeds. Visual cues suggest that it is still an expressway Discussed other concerns of stakeholder members about various topics

Meeting:	Stakeholder Group Meeting
Date	January 14, 2016
Place	NYSDOT Region 5 Office
Time	None Listed
Objective	<ul style="list-style-type: none"> Discussed design changes with stakeholder group members Reviewed the "13 points" and applicability to interim vs long-term project
Results	<ul style="list-style-type: none"> Some stakeholders want the speed limit raised to 45 mph, questioned why it was changed, and asked whether it will stay at 30 mph Parkside community and Buffalo State college expressed support for the 30 mph speed limit NYSDOT said that as part of the NEPA process alternatives have to be considered Discussed the traffic calming measures that were implemented and/or considered for both interim and long range plan Asked for connections to Riverside Park, bike path, and neighborhoods. The City of Buffalo is developing plans for a better connection to Riverside Park from the Jesse Kregal Pathway The traffic calming memo will be available to the public in the DEIS Overview of NEPA requirements and processes regarding parks and historic resources, and options to enhance park land Discussed options at Parkside Avenue – roundabout, improving pedestrian safety. Discussed traffic problems and options to improve Route 198/Main/Kensington interchange NYSDOT will review again a "10-page letter" that was submitted

Meeting:	Public Meeting #3
Date	February 10, 2016
Place	Buffalo State College
Time	7:00 PM
Objective	<ul style="list-style-type: none"> • Provide an update on the proposed project to transform NYS Route 198 from an urban expressway to a lower speed urban boulevard • Summarize the history of the project, review input received from the public and stakeholders to date, describe a vision for the corridor's future, and to obtain additional input • Commissioner Matthew Driscoll discussed the progress and expedited timeline
Results	<ul style="list-style-type: none"> • The NYSDOT has held numerous meetings with stakeholder and local interest groups and will continue to listen and obtain input • The project will convert the Scajaquada Expressway into the Scajaquada Boulevard with two lanes in each direction. • Design features including traffic calming measures will be put into place that make it feel more natural and comfortable to drive at the current 30 mph speed limit • Reducing the roadway to one lane in each direction or removing it completely would displace vehicles and pose problems to neighboring streets including traffic congestion and air pollution • Accommodations for pedestrians and bicyclists and at-grade crossings will be incorporated into the design • Short term actions will be taken this summer: installation of temporary gateway features, restripe and narrow travel lanes at the eastern end, install rumble strips on the western end, install additional variable message signs with speed indicators • The environmental review process will be expedited working toward releasing a Draft Environmental Impact Statement in the fall of 2016 and a construction contract in 2017 • Questions and comments during the question and answer period were recorded

Meeting:	Meeting with the Humboldt Community Association/Glenwood neighborhood
Date	March 2, 2016
Place	Sister's Hospital
Time	6:00 PM
Objective	<ul style="list-style-type: none"> • Meeting organized by Glenwood Neighbor Association • Discuss issues that the homeowners wanted to raise
Results	<ul style="list-style-type: none"> • Residents on Humboldt Parkway feel that the 30 mph speed limit is causing more traffic to exit onto Main Street at Humboldt Parkway, which is causing negative effects including traffic congestion and air pollution • The Scajaquada project should be coordinated with efforts to improve Humboldt Parkway • The project should deal with the area east of Parkside Avenue and the Main/Kensington/Humboldt intersection • They feel there are safety issues with cars trying to exit from NYS Route 198 westbound onto Main Street, speeding on Humboldt Parkway, and the eastern transition zone

Meeting:	Stakeholder Group Meeting
Date	May 12, 2016
Place	NYSDOT Region 5 Office
Time	None Listed
Objective	<ul style="list-style-type: none"> Present graphics depicting different median options as well as bicycle/pedestrian options the department is evaluating Discuss comments and concerns from stakeholder groups
Results	<ul style="list-style-type: none"> Discussed the safety reasons for having a raised median, a decision will be made with the city regarding the maintenance of the landscaping Stakeholders asked about changes to Meadow Drive in Delaware Park, and BOPC does not like a divided bike track on the road which will create additional crossing points and conflicts between bicycles and pedestrians Questions were answered regarding pedestrian crossings, storm water retention areas, and keeping the 30 mph speed limit

Meeting:	Stakeholder Group Meeting
Date	June 23, 2016
Place	NYSDOT Region 5 Office
Time	None Listed
Objective	<ul style="list-style-type: none"> Discuss pedestrian crossing at Buffalo State College Show two concepts to create pedestrian access between Buffalo State campus and Grant Amherst Neighborhood – pedestrian bridge, and at grade crossing Iroquois Drive and Scajaquada Corridor with a bridge over Scajaquada Creek
Results	<ul style="list-style-type: none"> Buffalo State College had input in selecting the location of the crossing which connects to the campus sidewalk and pathway network One stakeholder member suggested considering a complete street design and combining Iroquois Drive with the Scajaquada Corridor Buffalo State College stated that Iroquois Drive is used as the service road to access all the buildings, so the roadway is necessary An at grade crossing would be controlled by a HAWK signal, it was suggested to use an offset crossing to force pedestrians to turn towards oncoming traffic Discussion took place regarding various issues and design options for pedestrian and bicycle access

Meeting:	Meeting with Albright Knox
Date	July 11, 2016
Place	Empire State Development
Time	1:00 PM
Objective	<ul style="list-style-type: none"> Further ongoing discussions of how the future NYS Route 198 can be made to work for all including the Albright-Knox Art Gallery Develop a cohesive plan that would benefit those that live around the gallery as well as those that will visit Discuss issues and plans for Albright Knox expansion project “AK360”
Results	<ul style="list-style-type: none"> NYSDOT to review current design for the Build Alternative in the vicinity of the Albright Knox Art Gallery NYSDOT to reach out to Buffalo State College for additional discussion

Meeting:	Stakeholder Meeting with Buffalo State College
Date	July 12, 2016
Place	NYSDOT Region 5 Office
Time	None Listed
Objective	<ul style="list-style-type: none">• Discuss concept plan for the section of NYS Route 198 between Grant Street and Elmwood Avenue• Alignment of the roadway would shift closer to the Buffalo State College Campus and away from Scajaquada Creek• Rerouting of Iroquois Drive and other impacts to campus circulation would be involved
Results	<ul style="list-style-type: none">• Buffalo State College representatives reviewed plan and identified several issues:<ul style="list-style-type: none">○ Impact to daily operations, including all custodial services, currently having access to Iroquois Drive• Concept conflicts with other proposed athletic facility plans• Concept conflicts with pedestrian and bicyclists accommodation plans on campus

APPENDIX G
PUBLIC INVOLVEMENT

Meeting Minutes

NYS Route 198 (Scajaquada Expressway) Corridor I-190 to NYS Route 33

Stakeholder Group Meeting Number 1

May 31, 2007 @ 1:00 PM
NYSDOT Region 5 Offices, Buffalo NY

In Attendance:

NAME	REPRESENTING
Darrell Kaminski	NYSDOT Region 5 Design
Craig Mozrall	NYSDOT Region 5 Design
Dave Hill	NYSDOT Region 5 Design
Nimish Shah	NYSDOT Region 5 Design
Ken Kluck	NYSDOT Region 5 Landscape Architecture
Tim Bender	NYSDOT Consultant Mgt. Bur.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Donna Fernandes	Buffalo Zoo
Robert	50 Elmview Place, Buffalo 14207
Biniszkiewicz	14207
Bernhard Wagner	Parkside Community Assoc.
Ruth Lampe	Parkside Community Assoc.
David Lampe	Delaware Park Steering Comm.
Jason Symoniak	Assemblymember Sam Hoyt
James Morrell	NFTA
Dennis Crahen	Forest Lawn Cemetery
Stevan Stipanovich	Black Rock Riverside GNPA, Buffalo Rising Magazine
Patrick McNichol	New Millennium Group
Brian Dold	Buffalo Olmsted Parks Conservancy
Seyed Ghasemi	City of Buffalo DPW

The Purpose of this meeting was to gather the members of the project stakeholder group for the first time, introduce them to the project team, and explain the current status of the project and the planned process to carry it forward. A slide presentation was used to present information on the project team, environmental review process, role of the Stakeholder Group, project status, and next steps. A binder was given to each stakeholder representative containing information and graphics to be used throughout the life of the project. Mounted renderings were also available for viewing along the side of the room. Questions and answers were handled during the presentation.

I. Welcome (Background)

- Consensus is that the Scajaquada is not in harmony with adjacent land uses including educational and cultural institutions. It disturbs the aesthetics of historic Olmsted designed Delaware Park. It also experiences congestion and accidents.
- City of Buffalo Expanded Project Proposal (EPP) completed in June 2005 will be used as a starting point for the New York State Department of Transportation (NYSDOT) project. Though new ideas and alternatives can be studied, the group was encouraged to build upon the alternatives presented in the EPP and develop consensus for a physically and fiscally feasible (“do-able”) project. The EPP was a necessary step to get to the current project.
- The time between development of the EPP and the current study was spent defining the scope of the study and selecting a consultant team and bringing them on board to assist the NYSDOT.
- The NYSDOT and the Federal Highway Administration (FHWA) are joint lead agencies for the project. The NYSDOT is responsible for managing the environmental study and preliminary engineering processes, ensuring compliance with federal and state requirements and regulations, facilitating discussion, and ensuring opportunities for public and participating agency input. Final decision making responsibilities rest with the NYSDOT and FHWA.
- Funding has been secured from the current federal transportation funding bill for environmental studies, preliminary design, and detailed design. The current construction cost estimate is \$39 Million dollars. Construction funding must be obtained from the next federal transportation bill. There is competition among projects for funding. The best way to help secure funding is to have a clear project plan in place with community consensus behind it when funds are being allocated.

II. Introductions

New York State Department of Transportation:

Darrell Kaminski, PE – Regional Design Engineer

Craig Mozrall, PE – Assistant Regional Design Engineer whose squad is handling the project.

Dave Hill, PE – Design Squad Leader in charge of the project design and daily operations.

Nimish Shah, PE – Project Design Engineer

Ken Kluck – Landscape Architect

Tim Bender, PE – Consultant Manager, Albany Office

John Burns, PE (not in attendance) – FHWA Project Liaison

Bergmann Associates Consultant Team

Mark McAnany, PE – Consultant Team Project Manager and Principal in Charge

Mike Croce, PE – Assistant Project Manager

- Stakeholder group attendees went around the room for introductions (Refer to list of attendees and attached list of invited agencies).

III. Environmental Review Process

NEPA: National Environmental Policy Act

- During this project the NYSDOT will integrate environmental values into the decision making processes by developing the purpose and need for the project, developing alternatives to satisfy the purpose and need and considering the environmental impacts of the alternatives.
- The NEPA scoping process is about to begin with a Notice of Intent to prepare and Environmental Impact Statement. NEPA does not recognize the EPP as a formal scoping document, however much of the information and decisions documented in the EPP will be carried forward for guidance.
- Potential economic impacts and vehicular access (to businesses) will be examined as part of the study.

EIS: Environmental Impact Statement

- Due to the scope of work and level of potential impacts that may result from the project, an EIS is required. The document will describe the proposed alternatives on the environment, impacts of the alternatives, and plans to mitigate those impacts.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

- This federal transportation bill allocates funding for highways, highway safety, and public transit projects. The environmental studies, preliminary design, and detailed design of the Scajaquada corridor project are funded through this legislation.
- The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) is the local Metropolitan Planning Organization (MPO). One of its functions is to set funding priorities for transportation projects within the Erie, Buffalo, and Niagara County region. To obtain funding, a project must be on the regional Transportation Improvement Program (TIP).
- Construction on the Scajaquada corridor will require funding from the next federal transportation bill and placement on the TIP.
- SAFETEA-LU requires lead agencies to give the public and participating agencies the opportunity to participate in the development of the project's "Purpose and Need" statement, identification of the range of alternatives to be considered, and other aspects of the Environmental Review process.

SEQRA: (New York) State Environmental Quality Review Act

- SEQRA requires agencies to identify and mitigate the significant environmental impacts of their proposed actions. Environmental impacts must be balanced with social and economic factors. SEQRA will be satisfied by the NYSDOT in carrying out this project.

IV. Role of the Stakeholder Group

- To keep the group to a manageable size and ensure equal input from all involved, each individual group will be limited to one representative within the Stakeholder Group.

Guiding Principles:

- Stakeholders are expected to present their group's input and comments.
- Participants may disagree, but shall remain respectful of each other.
- Comments should always be directed to the issue at hand.

Roles and Responsibilities:

- Be a “sounding board” for the project team to determine if concepts and alternatives will be acceptable to the general public.
 - Gather input from the represented groups.
 - Bring the viewpoints of the represented groups to the table.
 - Strive to build consensus.
 - “Talk the project up” to neighbors, public, and others.
-
- Commuters and other “outside” users of the corridor will have opportunities to provide input and be represented during planned public meetings and hearings. Comments will also be solicited via the project website and newsletters. A survey of general users was also suggested.
 - Elected officials have been invited to participate in the Stakeholder Group.
 - Stakeholder Group meetings should take place at defined points where the project team has useful information to present, however they may also be held regularly (i.e. monthly) to update each other and listen to any new information and/or concerns from the stakeholder representatives.
 - Each Stakeholder Group meeting will have a generalized agenda. Stakeholder Group representatives will be solicited for input on that agenda prior to the meeting. E-mail is an effective way to coordinate this activity.
 - Stakeholder Group meetings should be rotated among locations within and around the project area. The Parkside Lodge, Buffalo Historic Society, and Buffalo Zoo were suggested as possible locations. The Stakeholder Group members did not have any problems with meeting at the NYSDOT Region 5 offices as well.
 - The next formal meeting will be scheduled with a 7:00 PM start time to see how that works in generating attendance. Tuesdays, Wednesdays, or Thursdays would work best.
 - Anyone not previously invited, but interested in joining the Stakeholder Group, should contact Craig Mozrall at the NYSDOT for more information.
 - Minutes will be written for each Stakeholder Group meeting and distributed to the entire group. Minutes may also be posted on the Scajaquada project website.
 - Not all Stakeholder Groups invited were in attendance. Those that did not attend will be contacted again to encourage a greater “turn-out” at future meetings.

V. Project Status

- Project officially kicked-off on March 19th.
- Peak hour turning movement data has been collected at roughly 60 intersections and 24-hour continuous volume and vehicle classification (tube count) data was collected at 72 mainline or mid-block locations.
- A coordinated plan has been developed with the GBNTRC to model traffic. The potential for various NYS Route 198 alternatives to divert vehicles onto neighboring local streets and highways will be studied. Detailed traffic analysis will be completed along the NYS Route 198 corridor. Traffic analyses will also be conducted to assess the impacts of diversion at key intersections between I-190, Humboldt, Ferry, and Hertel. The large-scale impact of diversion will be evaluated over an area bounded by I-190, NY33, and I-290.
- Effect of I-190 Toll Removal: Tube count data is available from the period before tolls were removed on I-190. Scajaquada project data was taken with tolls removed but toll barriers still in place. Additional counts will be taken after the physical toll barriers are removed and traffic has normalized. Traffic volumes will then be compared. If there is a change between the two latter cases and it is judged significant, traffic volumes for use in the project traffic analysis can be adjusted accordingly.
- Traffic forecasts will take future economic, development and population growth trends into account. The project team will consider gathering additional information on new developments (e.g. new museum, psychiatric center, and zoo expansion) and their impacts on the traffic projections as needed.
- It was noted that traffic to and from the Buffalo Zoo peaks between June and August.
- Traffic changes resulting from the reconstruction of NYS Route 5 (Main Street) in the vicinity of the NY198 will be considered.
- Traffic back-ups involving busses at the Parkside intersection were noted as a concern.
- The possibility of prohibiting trucks on NYS Route 198 was discussed and dismissed during development of the EPP. Studies were completed that showed approximately 80% of the truck traffic on the Scajaquada is destined for local outlets. For example, the Buffalo Zoo receives several deliveries of food for their animals each day, utilizing NYS Route 198.
- Truck noise was cited as an issue, especially during events such as Shakespeare in the Park. It was suggested that the noise might be attributable the use of “jake brakes” as trucks decelerate due to traffic conflicts and congestion. Noise levels will be studied as part of the environmental review process. There may be opportunities (to be investigated) to improve the physical roadway and intersection geometrics, effectively reducing truck related noise impacts.
- The address for the project website will be www.NYSDOT.gov/Scajaquadacorridor. This website should be up and running by mid to late June 2007.

- Alternatives identified for study at this time include:

Alternative 1:

Null or “No Build”. Routine maintenance only.

Alternative 2:

Two lanes each direction, landscaped median, traffic signals, speed limit 40-45 mph

Alternative 3A:

Two lanes each direction, landscaped median, roundabouts, speed limit 40-45 mph

Alternative 3B:

Two lanes each direction, landscaped median, roundabouts, speed limit 30-35 mph

Alternative 4:

One lane each direction, landscaped median, roundabouts, speed limit 30-35 mph

- Alternative 4, was dismissed in the EPP and will be studied now for examination of traffic diversion only.
- The Main Street interchange is included in the project limits. If a goal is to slow traffic down through Delaware Park, it would be most effective to realize a decrease in speed before westbound traffic gets to this intersection. The alternative development process will look at feasible ways to accomplish this.
- Enforcement will not be relied upon as a primary way to influence traffic speeds. Speed reduction through geometric design and roadside character is preferred.
- The alternative development process will examine which interchanges could be converted to signalized intersections, roundabouts, or should remain grade separated.
- Pedestrian safety and vehicular flow at proposed roundabouts was cited as potential items of concern. These will be examined as part of the alternative development and traffic analysis process.
- A desire was voiced to maintain the facility’s convenience for those who use the roadway to access and patronize business and institutions within the project area.
- A reference was made to discussion during the EPP suggesting that the expressway be closed on a Sunday to “see where traffic goes”. Though they involve a lot of work and coordination, short term closures of a portion of the roadway might be considered for future cultural or recreational special events. Examples cited included closures of the Inner Loop in downtown Rochester, closures of University Avenue in Rochester, and closures of major highways in Paris, France for art events.
- The Forest Lawn Group expressed a concern over roadway profiles and grading, drainage, and plant material between Delaware and Parkside. They would appreciate an opportunity to review concepts and plans as they become available for comment.
- Maintenance of plant material and the selection of appropriate (“survivable”) species is a concern for local groups as they are often the ones who assume responsibility for upkeep after construction.

- A draft “Purpose and Need” statement was presented to the group. A copy was provided in the Stakeholder Group binders. This statement will be revised and refined into a shorter version as the project progresses. It will be utilized often during the development and refinement of alternatives as ultimately the preferred alternative must satisfy the purpose and need that the project was based upon.
- Studies and preliminary design are expected to take place over the next few years with publication of the Final Environmental Impact Statement and selection of the preferred alternative slated for 2011. Detailed design is tentatively scheduled for 2012 through 2013.
- Pending the availability of funding, construction would begin in 2014 and last for approximately 2 to 3 years. Improvements will be designed as a whole, but the project may be phased if necessary for funding purposes. It is expected that through traffic would be maintained on NYS Route 198 during construction, providing continued access to businesses, homes, and institutions.

VI. Next Steps (Action Items)

- The project team will attend an environmental “get start” meeting in Albany to initiate the NEPA scoping and environmental coordination process (**June 14, 2007**).
- Introduce the project website (**June 2007**).
- The Martin House and Sisters Hospital should be added to the Stakeholder list (**June 2007**).
- An e-mail list of Stakeholder Group members will be developed (**June 2007**).
- Contact those Stakeholder Group invitees who did not attend today’s meeting to invite them again to get them involved (**June 2007**).
- Traffic data will be compiled and summarized (**June and July 2007**).
- A base VisSim (microsimulation) traffic model will be developed for existing and no-build conditions along the project corridor (**June - August 2007**).
- A project newsletter will be developed and distributed (**Summer 2007**).
- A project walk-thru with Stakeholder Group members and the project team is planned. Date, time, location, schedule, and transportation for this event are to be determined (**Summer 2007**).
- A public information meeting is planned. Date, time, location, and format will be discussed further (**Fall 2007**).
- Keep the project visible to the general public via the project website, newsletters, press releases, and other press events (**Ongoing effort**).



The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

A handwritten signature in black ink, appearing to read 'Mark J. McAnany'.

Mark J. McAnany, P.E.
Project Manager

cc: All in Attendance
John Burns, FHWA
BA Project 6861 file

STAKEHOLDER GROUP MEMBERS

NYS Route 198 (Scajaquada Expressway) Corridor

I-190 to NYS Route 33
PIN 5470.22

AAA Western and Central New York
Albright-Knox Art Gallery
Black Rock-Riverside Alliance
Buffalo and Erie County Historical Society
Buffalo Olmsted Parks Conservancy
Buffalo State College
Buffalo Zoo
City of Buffalo Common Council Representatives
City of Buffalo Department of Public Works, Parks, & Streets.
Delaware Park Steering Committee
Erie County Department of Environment and Planning
Erie County Department of Public Works
Federal Highway Administration
Grant-Amherst Business Association
Greater Buffalo Niagara Regional Transportation Council
Leadership Buffalo
Martin House (added)
Mayor of the City of Buffalo
Medaille College
New Millennium Group
New York State Assembly, 141st District, Crystal Peoples - 141st District
New York State Assembly, 144th District, Sam Hoyt
New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Senator Antoine M. Thompson
Niagara Frontier Transportation Authority
North American Transportation Council
Parkside Community Association
Sisters Hospital (added)
The Forest Lawn Group
The Preservation Coalition
United States Army Corps of Engineers
United States Congressman Brian Higgins
United States Congresswoman Louise Slaughter
United States Senator Charles Schumer
United States Senator Hillary Rodham Clinton



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor I-190 to NYS Route 33 P.I.N. 5470.22

Stakeholder Group Meeting #2 – Project Corridor Tour Thursday September 13, 2007 @ 3:00 PM Corridor Vantage Sites and Parkside Lodge, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Darrell Kaminski	NYSDOT R5 Design
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Douglas Macaulay	NYSDOT R5 Design
Christopher Church	NYSDOT R5 Planning
Ken Kluck	NYSDOT R5 Landscape Arch
Sylvia Jones	NYSDOT R5 Environmental
Tim Bender	NYSDOT Consultant Mgt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Mark Johns	Bergmann Associates
Ken Meding	Bergmann Associates
Dean Gowen	DWG Planning & Design
Elizabeth Cheteny	University at Buffalo
Jason Babcock Stiner	University at Buffalo
Connie Greco	Albright-Knox Gallery
Stevan Stepanovich	Black Rock Riverside GNPA
Sally Treanor	Buffalo and Erie County Historical Society
Donna Fernandes	Buffalo Zoo
Seyed Ghasemi	City of Buffalo DPWP&S
David Lampe	Delaware Park Steering Committee
James Morrell	NFTA
Bernhard Wagner	Parkside Community Assoc.
Justin Azzarella	The Elmwood Village Assoc.
Dennis Crahen	The Forest Lawn Group
Brian Dold	Buffalo Olmsted Parks Conservancy
Jesse Kregal	The Scajaquada Pathway Committee
Robert Biniszkiewicz	Pyramid Brokerage
David Lacki	Buffalo-Niagara Convention & Visitors Bureau
Maragaret Wooster	Buffalo-Niagara Riverkeeper

The purpose of this meeting was to tour the Scajaquada Expressway Corridor together by coach bus, stopping at various locations and vantage points along the way to generate ideas, discuss issues and opportunities, and learn more about the project first hand. This event would also get the group thinking about the project's *Purpose and Need Statement* (attached) which was distributed and discussed following the tour.

Tour Stop Locations

1. I-190 Ramps to Grand Street
2. Lincoln Parkway Pedestrian Bridge
3. Grant Street Interchange
4. Parkside Avenue at Agassiz Circle
5. Main Street to Humboldt Parkway
6. Delaware Avenue Interchange

Participants congregated at the Parkside Lodge (84 Parkside Avenue) at 3:00 PM, toured the corridor between 3:30 PM and 6:30 PM, and returned to the Lodge for a light dinner and follow-up discussion. Each participant was provided with a handout containing useful colored renderings and graphics and information relevant to each of the tour stops. The following are comments, concerns, and ideas shared by those in attendance during the tour and meeting.

General Discussion, Concerns, Ideas, Opportunities, etc.:

- ❑ Investigate the possibility of providing a pedestrian connection below the Scajaquada between Lincoln Parkway (near the Albright-Knox Art Gallery) and the multi-use path (toward the Buffalo & Eire County Historical Society Museum).
- ❑ Provide additional parking adjacent to Scajaquada Creek near the Albright Knox Art Gallery. There are many limousines that stage and park in this area on Saturdays.
- ❑ Step up law enforcement to lower speeds. Provide a constant presence as a deterrent.
- ❑ Create a new roundabout for NYS Route 198 and Lincoln Parkway.
- ❑ Remove vehicular traffic from the Olmsted Bridge on Lincoln Parkway. Retain bridge as a pedestrian and bicyclist route, connecting parkland in a more effective manner.
- ❑ It may be difficult to accommodate the concept section shown in the City of Buffalo's EPP (wide planted median) near Lincoln Parkway, especially if both the existing pedestrian bridge and existing NYS Route 198 bridge over Scajaquada Creek remain.
- ❑ Maintain good neighborhood connections between the residential areas north of Nottingham Terrace and the Lincoln Parkway adjacent to Hoyt Lake.
- ❑ Participants witnessed numerous pedestrians, runners, and bicyclists using the existing pedestrian bridge over NYS Route 198 during their visit.
- ❑ The Scajaquada Pathway was recently completed, connecting the Delaware Park bike path to the Niagara River bike path under the I-190 and the RR bridge in the 198/190 interchange area.

- ❑ Suggestion was made that we should examine with the City the possibility of relocating or reducing the footprint of the City Maintenance facility contained within Delaware Park west of Parkside. Stakeholders commented that the driveway to the facility is in a dangerous location also, due to sight distance and accel/decel concerns.
- ❑ It was suggested that the polluted conditions of Scajaquada Creek are most likely due to industrial contamination from past land use operations and not significantly attributed to highway runoff.
- ❑ Removal of the Grant Street ramps would be seen by some participants as a significant improvement.
- ❑ The NYS Route 198 corridor is constrained near Grant Street between adjacent land uses and Scajaquada Creek. One participant suggested consideration of covering the creek (with a culvert or other structure) to open up more space.
- ❑ One participant suggested that concrete pavement should be avoided because in their opinion, it is too noisy.
- ❑ The design team should investigate similarities between a recent project on the Saw Mill River Parkway and the Scajaquada Expressway when addressing the proximity of Scajaquada Creek to the roadway.
- ❑ Slowing traffic effectively as it comes off the I-190 interchange presents a significant challenge.
- ❑ Establish a significant visual entrance to Delaware Park at Parkside Avenue and Agassiz Circle.
- ❑ There is a Locally Administered Project to reconstruct Main Street (NYS Route 5) taking place in March 2008. That project will bring the landscaping and medians from the north down to Humboldt Parkway.
- ❑ There is a depiction of a large Frederick Law Olmsted statue in the center of a roundabout at NYS Route 198 and Parkside Avenue in the City of Buffalo's EPP. That depiction evoked a negative reaction from some tour participants.
- ❑ The Trinidad Neighborhood Association should be invited to join the Project Stakeholder Group.
- ❑ Are there any creative ways or alternate routes that could be improved to reduce the amount of volume using NYS Route 198 between NYS Route 33 and Parkside Avenue?
- ❑ A cobblestone pavement surface may help to lower vehicular speeds. Noise concerns?
- ❑ Construct an elevated pocket park in the triangle between Main Street and Kensington Avenue. That may be an expensive proposition.
- ❑ A new continuous care facility called Heritage Manor will be constructed on Fillmore Avenue.
- ❑ Missing trees along Humboldt Parkway were not killed because they were too close to the road, but rather because they suffered irreparable storm damage from the October 2006 snow event.

- ❑ Lower the NYS Route 198 roadway between Parkside Avenue and Delaware Avenue to reduce noise experienced in Delaware Park and to make the roadway less visible.
- ❑ This project should provide better visual and pedestrian connectivity between Delaware Park and Forest Lawn Cemetery.
- ❑ Pat Cavanaugh is a local historian, with a wealth of area knowledge. He could be contacted through Dennis Crahen.
- ❑ Several Participants, including Brian Dold of the Buffalo Olmsted Parks Conservancy gave favorable reviews to the concept of bringing NYS Route 198 down to meet Delaware Avenue at a modern roundabout. Traffic volumes and operations among other issues would have to be studied carefully to evaluate the true feasibility of this option.
- ❑ Some participants suggested that this option was not carried further during the EPP stage because that team believed that the New York State Office of Parks, Recreation, and Historic Preservation would not allow vehicular (highway) traffic to be removed from the existing bridge. The NYS Route 198 bridge over Delaware Avenue was originally used for a bridal path crossover and not motorized vehicles. This may be supporting evidence for realigning the highway to a new at-grade intersection with Delaware Avenue, south of the existing bridge. The bridge could be returned to pedestrian and park vehicle use.
- ❑ A reference to Scajaquada Creek as an adjacent resource to consider should be added to the Purpose and Need Statement.
- ❑ A concern was voiced about the volume of traffic passing along the Scajaquada at Parkside Avenue. Not confident that a roundabout at this location will work with the heavy traffic loads.
- ❑ Participants noted that the current width of the Scajaquada may not be able to accommodate the proposed median, two traffic lanes for vehicles in each direction, and a pedestrian pathway.

The above constitutes our understanding of issues discussed and decisions reached during the site tour and meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file

August 7, 2007 Draft version:

**NYS Route 198 (Scajaquada Expressway)
I-190 to NYS Route 33
PIN 5470.22**

Draft Purpose and Need Statement

NYS Route 198 (the Scajaquada Expressway) is an Urban Principal Arterial Expressway on the National Highway System connecting Interstate 190 and NYS Route 33 with traffic volumes between 34,000 and 54,000 vehicles per day, a design speed of 55 mph, and grade separated interchanges. The expressway was constructed in the 1950's through the middle of the historic, Olmsted-designed Delaware Park. Park features on the north side of the expressway include the Buffalo Zoological Gardens, Delaware Park Golf Course, Mirror Lake and the Buffalo and Erie County Historical Society. These are separated from other park facilities on the south side of the expressway including the Marcy Casino, Hoyt Lake, the statue of David and the nationally renowned Albright-Knox Art Gallery. Other community resources in the expressway corridor include higher education institutions (Buffalo State and Medaille College), the historic Forest Lawn Cemetery, the Buffalo Psychiatric Center, residential neighborhoods and some commercial centers. A number of the bridges in the corridor are historic, including the Lincoln Parkway (south) bridge over the Delaware Park Lake outlet and the Scajaquada Bridge over Delaware Avenue. Most of the traffic on the expressway serves the surrounding corridor with only 7% to 22% of the traffic on the expressway operating as through traffic. Delaware Park, educational and cultural institutions, residences and businesses that surround the Scajaquada corridor also generate numerous pedestrian and bicycle trips within the study area.

The expressway facility is at odds with the context of the surrounding culturally rich community resources - acting as a barrier, dividing the park and hindering the use of these resources by the pedestrians and bicyclists. Motorists on the expressway are not able to appreciate the surrounding cultural and natural features due to the traffic speeds and volumes.

Transportation needs of the expressway itself include:

- ❑ a poor Level of Service (a measure of congestion) at one or more intersections
- ❑ higher than expected rates of accidents
- ❑ areas of poor pavement conditions
- ❑ deteriorating drainage systems that fail to function as designed

The purpose of this action is to convert the Scajaquada Expressway into a feasible and prudent transportation facility that is more in harmony with the surrounding community character. The facility should provide improved connectivity between the various features and resources in the adjacent area for vehicles, bicycles and pedestrians. All modes of transportation should be coordinated to provide safe and efficient transportation throughout the affected area. The conversion should also address poor pavement conditions and failing drainage systems.



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor I-190 to NYS Route 33 P.I.N. 5470.22

**Public Meeting
NEPA Scoping Meeting
November 28, 2007 @ 6:00 PM
Medaille College Lecture Hall**

In Attendance:

NAME	REPRESENTING
Chris Gatchell	FHWA
John Burns	FHWA
Darrell Kaminski	NYSDOT R5 Design
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Gary Gottlieb	NYSDOT R5 Planning
Ken Kluck	NYSDOT R5 LA
Steve Adams	NYSDOT R5 Real Estate
Sylvia Jones	NYSDOT R5 Environmental
Tim Bender	NYSDOT Consultant Mgt.
Hasibul Khan	NYSDOT DQAB
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Jim Boggs	Bergmann Associates

The purpose of this meeting was to introduce the public to the project and to solicit initial comments on the Purpose and Need statement, on existing environmental resources in the study area and on potential environmental impacts. Each participant was provided with an agenda, a current copy of the Draft Purpose and Need statement, and an informational handout.

The meeting began with an open house at 6:00 PM during which New York State Department of Transportation (NYSDOT) representatives were present to answer individual questions and project displays were set up for viewing. A formal presentation, utilizing PowerPoint, began at 6:30 PM. The presentation covered the following agenda items:

- I. Welcome, Introductions, and Purpose of Public Outreach
- II. Introduction to the Preliminary Design and Environmental Analysis Process
- III. Importance of Purpose and Need
- IV. Project Overview
- V. Discussion (Question and Answer)

A copy of the formal presentation graphics is available at <http://www.dot.ny.gov/scajaquadacorridor>. The following text summarizes discussions that took place during the question and answer period.

Topics Discussed, Public Comments Received, Questions, and Answers:

- ❑ The NYSDOT will publish a project newsletter in early January 2008.
- ❑ The next stakeholder meeting will be held in early February 2008.
- ❑ Q: Who has determined that this is an essential project?

R: The need for the project was identified in the City of Buffalo's 2005 Expanded Project Proposal and is a direct result of that study's public participation process. The Null ("do nothing") alternative remains under consideration. Funding has been committed for preliminary engineering and environmental studies. Money for construction must be obtained from the next Federal transportation bill.

- ❑ Q: How much money has been committed for preliminary engineering and environmental studies?

R: A total of \$4 Million dollars has been committed for this phase of the project which will last through 2011.

- ❑ A representative of the Buffalo Riverkeeper commended the FHWA and the NYSDOT for providing this early opportunity to learn about and comment on the project and asked if such opportunities would continue throughout the detailed design phase.

R: Public involvement will continue throughout detailed design. Landscape architecture elements could be heavily influenced by public and other interested groups (e.g., the Buffalo Olmsted Parks Conservancy) given many historic and significant local features. For example, other projects within the Region, including one in East Aurora, have featured bi-weekly aesthetics task force meetings throughout detailed design.

- ❑ Surface water quality, the effects of roadway runoff, and public access to Scajaquada Creek were noted as concerns by an individual representing the Buffalo Riverkeeper. It was suggested that bioengineering solutions such as natural filtration should be incorporated into the project design. Opportunities to dovetail this project with other ongoing efforts to improve Scajaquada Creek should be investigated and leveraged.

- ❑ Q: Do the traffic volumes collected by the NYSDOT take into account conditions after tolls were removed from I-190?

R: Yes, traffic counts were taken both after the tolls were removed from I-190 and after the toll barriers were physically removed for comparison purposes.

- ❑ Q: A representative of the Elmwood Village Association asked if the renderings provided at the second stakeholder group (tour) are available on the project website.

R: The project tour graphics are available on the website under the "stakeholder group" tab. Alternative renderings included in that binder were copies of those produced by the City of Buffalo in

2005 and may be obtained from their website. There is a link to the City's Expanded Project Proposal on the NYSDOT project website (<http://www.dot.ny.gov/scajaquadacorridor>).

- ❑ An individual representing the New Millennium Group noted that this project has evolved from what was originally a simple reconstruction project. They are pleased with the public involvement process thus far. There are other examples of corridor transformations nationwide and it should be a goal for this effort to become another great national example upon conclusion. The selected alternative should not inhibit other long-term community plans including those for the Lincoln Parkway and the Humboldt Parkway. Planned and known actions will be considered by the NYSDOT during the course of this study. Care will be taken so that the scope of the project remains focused and does not expand to try to meet all of the needs in the Buffalo area.

- ❑ Q: Given the extension of the study to the NYS Route 33 ramps, has consideration been given to filling in the existing expressway and developing an at-grade facility or covering the roadway as it exists today?

R: This study will generally focus its efforts in the Main Street and Kensington area on improving operations on the ramps and service roads. Raising or covering the expressway may be looked at thoughtfully during alternative development. Estimated construction costs would likely be high.

- ❑ A meeting participant suggested that high speeds are not prerequisite to adequate roadway capacity. They also noted that roundabouts are prevalent in other countries, including New Zealand, where they both move traffic and improve safety.
- ❑ Q: A representative of Buffalo State College asked if the traffic data collection effort on Grant Street had taken into account time periods when Buffalo State College was in session. They also noted significant delays on Grant Street at certain times of the day adjacent to the college. They would like to see this project do something to ease that problem.

R: Counts were taken last spring, prior to the end of the college's academic year. Delays on Grant Street when the college "gets out" have been observed by members of the NYSDOT project team. This is an issue that could be taken up in further detail at future stakeholder meetings.

- ❑ A representative of the Grant Amherst Business Association suggested this project presents an opportunity to re-knit together broken neighborhoods and that the existing facility is not functioning correctly for the speeds at which it is being driven citing the lack of break-down lanes as an example. This project should look at how neighborhoods can be reconnected, for example using Lincoln Parkway. The Delaware Avenue/Nottingham Terrace ramp was cited as a difficult place to make a right turn and enter the expressway. The McKinley and Assumption schools should be involved in the project.

- ❑ Q: What is the best way to submit comments on the current Purpose and Need statement?

R: Members of the public may "mark-up" a copy of the draft and send it to the NYSDOT or submit revisions and comments through the project website.

- ❑ Q: Are adjacent neighborhood associations and/or property owners represented?

R: There are a few private citizens, representing some neighborhood organizations on the stakeholder group. Other ways for private individuals to participate include coming to public meetings, adding their names to the mailing list, reviewing the website, and submitting comments and ideas. Members of the public are encouraged to call or write the NYSDOT for more information, with questions, or comments.

❑ Q: Are the members of the stakeholder group identified on the project website?

❑ R: The meeting minutes posted on the web site reflect stakeholders who attended and participated in each meeting. A listing of the “invited: stakeholder group member agencies will be added to the project website in the near future.

❑ Q: Will the traffic studies for the NYS Route 198 (Scajaquada Expressway) Corridor Project take into account the possible future Ambassador Bridge project?

R: A Major Investment Study has not been completed for that facility at this time. Therefore, it will not be considered as part of this project. Future analyses for a new bridge must consider conditions on the Scajaquada corridor.

❑ Q: What was the thought process behind expanding the limits of this study beyond those of the City of Buffalo’s 2005 Expanded Project Proposal?

R: The City of Buffalo’s project studied the Scajaquada Expressway from Grant Street to Parkside Avenue. This project will study the facility from the I-190 interchange to the NYS Route 33 interchange, not inclusive of the interchange ramps themselves. Work on the Grant Street interchange would involve the ramps between that facility and I-190. In addition, this project seeks to produce changes in driver behavior (reduced speeds and increased awareness of pedestrians and bicyclists) before motorists reach Grant Street or Parkside Avenue (Delaware Park). Changes need to occur as soon as one leaves the ramps at each interchange. Speeds are already reduced on those ramps by geometry and the NYSDOT would like to take advantage of that condition before they accelerate to speeds in excess of the 50 mile per hour posted limit.

❑ Q: When was it determined that the limits of study would be extended beyond those covered by the City of Buffalo’s Expanded Project Proposal?

R: During scoping with the project Consultant team.

❑ Q: Has the NYSDOT been designated Lead Agency under the State Environmental Quality Review Act (SEQRA) or is this just assumed?

R: The NYSDOT is joint lead agency with the Federal Highway Administration (FHWA) for the National Environmental Policy Act (NEPA) process and is the lead agency for the SEQRA process [under 17 NYCRR Part 15]. NYS Route 198 is a State Highway, paid for with Federal transportation funding, that is owned and maintained by the NYSDOT. This is the basis for the NYSDOT participation as Lead Agency under SEQRA.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

A handwritten signature in black ink, appearing to read "M. J. McAnany", with a stylized flourish at the end.

Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
BA Project 6861 file



**NYS Route 198
(Scajaquada Expressway)
I-190 to NYS Route 33
P.I.N. 5470.22**

Project Briefing

Date: December 10, 2007

Time: 1:30 PM

**Place: First Floor, Buffalo Conference Room
100 Seneca Street, Buffalo, NY**

In Attendance:

Craig Mozrall	NYSDOT Region 5
Dave Hill	NYSDOT Region 5
Nimish Shah	NYSDOT Region 5
Teresa Glananski	Assemblymember Sam Hoyt
Robert Niemiec	Niemiec Builders Supply
Mark Boyd	Sen. Antoine Thompson
Timothy Vonderempen	Councilmember Golombek
Assemblymember Sam Hoyt	

Each attendee was provided with the attached:

1. PowerPoint presentation notes (11/28/07)
2. Agenda (11/28/07)
3. Comment Sheet (11/28/07)
4. Fact Sheet (11/28/07)
5. Purpose and Need
6. Coordination Plan
7. Bus Tour Handout (9/13/07)

The purpose of this meeting was to provide a brief outline for the above mentioned participants that were unable to attend the November 28 meeting due to a scheduling conflict. The PowerPoint presentation and all handouts that were used on the November 28 meeting was also used at this meeting.

General Discussion and Concern:

- 1) Why is the timeframe so long (i.e. 2014 for start of construction)? The environmental process typically take 7 to 8 years, we will try to expediate the process as much as possible.
- 2) If there is no response from specific agencies can we equate that as no interest in the project and proceed without their input? In some instances we can but environmental agencies such as DEC



and ACE will be issuing the environmental permits that we need to construct this project. If we know early on what environmental requirements they will have for the different alternatives then we can make a more informed decision on the preferred alternative.

3) If this expressway had been built today would it be a 55mph roadway?

The straight sections may qualify for 55 mph although the roadway does not have desirable features such as shoulders. The curved sections would be rated at a lower speed due to the lack of superelevation, curve radius, etc.

4) The expressway can be considered functionally obsolete.

5) What is the cost to lower the speeds on the existing roadway? Less than \$1,000,000, although the reduced speed would be very difficult to enforce due to the absence of shoulders. Motorists, in all likelihood, would ignore the reduced posted speed limit unless there is strict enforcement or some roadway modifications. The reduced speed would not accomplish any of the desired goals of this project.

6) When will funding need to be applied for? We are fully funded until 2011 when a Record of Decision will be made. At this point we will need funding for detailed design and construction costs.

The above constitutes our understanding of issues discussed at this meeting.

Enclosures:

1. PowerPoint presentation notes (11/28/07)
2. Agenda (11/28/07)
3. Comment Sheet (11/28/07)
4. Fact Sheet (11/28/07)
5. Purpose and Need
6. Coordination Plan
7. Bus Tour Handout (9/13/07)

cc: M. McAnany, Bergmann Associates



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor I-190 to NYS Route 33 P.I.N. 5470.22

Stakeholder Group Meeting #3

Wednesday, April 23, 2008 @ 3:00 PM

Buffalo State College, Grover Cleveland Building – Room 418, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Darrell Kaminski	NYSDOT R5 Design
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Cleo Jones	NYSDOT R5
Alma Williams	NYSDOT R5
Ron Hayes	NYSDOT R5
Sylvia Jones	NYSDOT R5 Environmental
Tim Bender	NYSDOT Consultant Mgt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Stevan Stepanovich	Black Rock Riverside GNPA
Donna Fernandes	Buffalo Zoo
David Lampe	Delaware Park Steering Committee
Bernhard Wagner	Parkside Community Assoc.
Justin Azzarella	The Elmwood Village Assoc.
Dennis Crahen	The Forest Lawn Group
Brian Dold	Buffalo Olmsted Parks Conservancy
Robert Biniszkiewicz	Pyramid Brokerage

The purpose of this meeting was to provide a general project status update, review and seek additional input concerning the current draft of the “Purpose and Need” statement for the project, review the Section 106 consultation process for historic preservation issues, review comments received to date concerning the project, and discuss a plan and methodology for additional outreach and future alternative development work sessions.

The project team is still finalizing the base traffic volume information that they will then carry forward into alternative development and comparison. The removal of the I-190 toll barriers has had some effect on traffic volumes along the Scajaquada Expressway and the surrounding street network. To best assess these changes some additional traffic count information has recently been obtained that still needs to be evaluated. We expect to have a decision on the base traffic conditions to move forward with within the next several weeks. The traffic data is considered representative of typical, average daily traffic conditions.

The following are comments, ideas and discussion points were shared by those in attendance during the meeting.

General Discussion, Concerns, Ideas, Opportunities, etc.:

- ❑ Stakeholder review, input and general agreement/consensus of the “Purpose and Need” statement is requested at this time so that we can move forward together in developing and comparing the project alternatives. The current version of this statement (attached) was distributed and discussed at this meeting. When asked, no major concerns or suggestions for modifications were offered by those in attendance during the meeting. The stakeholders were each provided a copy and asked to review the Purpose and Need statement again and provide their comments within the next few weeks.
- ❑ Getting more participation by area residents and neighborhood organizations is important as we start to develop and evaluate the project alternatives. In seeking to share information and build support for the project, a proposed methodology for developing ideas and alternatives along the corridor was presented. The project corridor can be logically segmented into 5 distinct focus area sections as presented in the meeting handouts. Future alternative design working meetings would focus on one of these sections at a time, with the meeting involving the neighborhoods and block groups that exist in or near this section of the project corridor. Stakeholders in attendance agreed with this general plan, requesting that these sessions involve more local representation than just the members of the stakeholder group.
- ❑ The DOT also offered to provide information in support of any future neighborhood meetings and will attend whenever asked to participate.
- ❑ Region 5 DOT will be reviewing the entire list of area neighborhood organizations and will be contacting them to invite them to participate in the project development process.
- ❑ Chuck Banas offered to share information on successful “road diet” projects across the United States. The project team will review any information provided for possible ideas and relevance to this project.
- ❑ The following agencies and individuals were identified as possible project Stakeholders :
 - Buffalo Sewer Authority
 - Erie County Parks Dept.
 - Hamlin Park Neighborhood
 - Canisius College
- ❑ Several stakeholders in attendance (Buffalo State College, Buffalo Zoo, Medaille College, etc.) stated that they want to pursue a beautified project corridor that is more in harmony with the surrounding environs, but not a drastic reduction in access or traffic capacity. Efficient truck and vehicular access via the Scajaquada corridor is considered vital to their facilities and day to day operations. A reduction in operating speeds and modifications at the interchanges would go a long way in improving conditions along the corridor.
- ❑ Question was raised if the City is willing to consider relocating their parks maintenance facility to another location? The DOT has had some recent discussions with the City on this matter. The facility is currently planned to remain in operation at this location. However the discussion of other possibilities will continue through this project’s evolution.

- ❑ The Section 106 Consultation process for historic properties and archaeological resources was discussed at the meeting. Stakeholders were encouraged to identify and invite any individuals who are well versed or have an interest in this aspect of the project to participate as “consulting parties”. The NYS Office of Parks, Recreation and Historic Preservation and the Buffalo and Erie County Historical Society are already engaged in this process.
- ❑ Pat Cavanaugh is a local historian, with a wealth of area knowledge. He should be contacted (through Dennis Crahen?) and invited to participate as a consulting party on this project.
- ❑ Forest Lawn Cemetery is interested in making a daytime trail connection to the cemetery, if a feasible and safe connection can be made. The trail would not be open at night within the cemetery.
- ❑ The Scajaquada Creek trash rack was mentioned as needing to be cleaned and maintained on a regular basis. It is believed this maintenance responsibility lies with the Buffalo Sewer Authority.

The above constitutes our understanding of issues discussed and decisions reached during the site tour and meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor

I-190 to NYS Route 33

P.I.N. 5470.22

Stakeholder Group Meeting #4

Wednesday, April 29, 2009 @ 3:00 PM

Buffalo Zoo, Grover CRC Conference Room

In Attendance:

NAME	REPRESENTING
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Ron Hayes	NYSDOT R5
Tim Bender	NYSDOT Consultant Mgt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Ken Meding	Bergmann Associates
Keith Mortimer	Fisher Associates
Brent Long	Fisher Associates
Sally Treanor	Buffalo and Erie County Historical Society
Tullis Johnson	Burchfield Penney Art Center
Teresa Glanowski	Assemblymember Hoyt's Office
Brad Hamm	Office of Councilmember Michael LoCurto – Delaware District
Mark Lee	Erie County Environment and Planning
Hal Morse	GBNRTC
Bob Biriszkiewicz	Elmview Pl. Block Club
Ruth Lampe	PCA
Katherine Winkles	Buffalo Niagara River
Monica Pellegrino	Richardson Center
Fanx	Corporation
Joseph E O'Donnell	17 Burbank Drive
Steve Shaffer	Buffalo State College
Dave Lampe	Delaware Park Steering Com.
Kathleen Heyworth	Burchfield-Penney Art Center
Justin Azzarella	Elmwood Village Association
Brian Dold	Buffalo Olmsted Parks Conservancy

The purpose of this meeting was to provide a general project overview and status update, including a summary review of the draft Chapter 2 EIS information that has been prepared, summarizing existing conditions and needs along the project corridor. The meeting also allowed for additional input from stakeholders concerning the current draft of the “Purpose and Need” statement for the project and discussion of a plan and methodology for additional outreach and future alternative development work sessions.

A PowerPoint presentation following the attached agenda handout was used to guide the meeting. Copies of the current “Purpose and Need” statement (attached) were distributed to attendees for further review and discussion. Also the current updated project schedule with target phased project construction dates in 2015, 2017 and 2019 (attached) was provided.

Fisher Associates was in attendance providing a working 3D model of the existing project corridor, including an accurate representation of existing peak hour traffic operations. This model was used to view significant resources and locations of interest along the corridor, areas of traffic congestion during the peak hour, high accident locations, etc.

The following are comments, ideas and discussion points that were shared by those in attendance during the meeting.

General Discussion, Concerns, Ideas, Opportunities, etc.:

- ❑ Stakeholder review, input, and general agreement (consensus) regarding the “Purpose and Need” statement is needed at this time so that we can move forward together in developing and comparing project alternatives. Modest changes were made in recent months; the current version of this statement (attached) was distributed and discussed at the meeting. When asked, no major concerns or suggestions for modifications were offered by those in attendance. The stakeholders were each provided a copy and asked to once again review the “Purpose and Need” statement and provide their comments within the next few weeks.
- ❑ Current complete documents were shown at the meeting as the progress on the project is moving forward. The Draft Chapter 2 of the EIS and Wetlands and Hazardous Waste Screening reports have been completed. Review and comments from the NYSDOT are still being made to the Draft Chapter 2 EIS report.
- ❑ A question was raised about the designation of NYS Route 198 as a truck route. NYS Route 198 has always been a designated truck route ever since its original planning and design in the 1950’s.
- ❑ A question was raised about possibly regulating NYS Route 198 to not allow truck traffic to travel its entire length. This type of restriction is not likely for the NYS Route 198 project for it may put all of the federal funding into jeopardy as this is a designated truck route. Also, a fully contiguous truck route would still have to be maintained so a designated alternative truck route would have to be identified, likely using the local streets which is not a practical.
- ❑ A comment was made that the Martin House may attract more traffic after its recent rehab and improvements.

- ❑ A request was made to refer to the Richardson-Olmsted Complex in the Purpose and Need statement, referring to its historic classification.
- ❑ A question was raised inquiring if there was a change in truck percentages along the NYS Route 198 corridor after the toll barriers came down on NYS Route 190. Removal of tolls and toll barrier appears to have caused a slight reduction in daily total traffic and daily truck traffic over the length of the Scajaquada corridor. The average daily traffic, based on an average of five sections, traveling within the corridor reduced by approximately 4,000 vehicles and the number of trucks by 200. The percentage of heavy vehicles (dual tires and at least 2 axles) remains at approximately 4% of the total traffic flow.
- ❑ Stakeholders mentioned the McKinley High School should be included in the stakeholder meetings.
- ❑ Richardson-Olmstead will send Bergmann Associates a group contact list.
- ❑ Stakeholders raised concern about publicity of these meetings. NYSDOT can assist with advertisement but has a limited budget. Local and community newspapers will be considered for ads and flyers. Stakeholders suggested that it will be better if these meeting notices are not placed in the newspaper's legal notices sections. Stakeholders are asked to help with this process.
- ❑ An updated project newsletter has been requested.
- ❑ A question was raised about possibly decreasing the speed to 35 or 45mph? The alternatives to be evaluated will test lower speed limits / operating speeds in this range.
- ❑ Getting more participation by area residents and neighborhood organizations is important as we start to develop and evaluate the project alternatives. In seeking to share information and build support for the project, a proposed methodology for developing ideas and alternatives along the corridor was discussed. The project corridor can be logically segmented into 4 or 5 distinct focus areas (segments along the corridor). Future working meetings would focus on alternative development over one section at a time. Working meetings can involve neighborhoods and block groups that exist in or near that segment of the project corridor. Stakeholders in attendance agreed with this general plan, requesting that these sessions involve more local representation than just the members of the stakeholder group and that these sessions do not just cover a single segment but the adjoining segments as well.

- The stakeholder group is still okay with the current plan of workshops to develop alternatives. These workshops are currently scheduled to start in the summer of 2009. The general preference is to start at the Main Street and Parkside segments and work west. Working on both segments simultaneously would save time and efficiency due to constituency overlap. Buffalo State College is also interested in knowing early on alternatives in the Grant Street to Elmwood Avenue area that could influence their planned developments. A time frame of 6:30 to 8:30 PM has been chosen to conduct these workshops. Stakeholders have suggested having actual data on hand for the development of the alternatives. These workshops would be scheduled over a 1 to 1.5 year span of time.
- Buffalo State College can accommodate these workshops during the summer and evening periods. Burchfield Penney is another possible location to hold these workshops.

The above constitutes our understanding of issues discussed and decisions reached during this meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



**NEW YORK STATE
DEPARTMENT OF
TRANSPORTATION**

MEETING MINUTES – July 9, 2009 – Buffalo State Campus

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33

P.I.N. 5470.22

Purpose: Update on Status of Buffalo State College Development Plans and Studies, and the College's Comments and Concerns on NY 198 project.

In Attendance:

Steve Shaffer Buffalo State College
Craig Mozrall NYSDOT R5 Design
Dave Hill NYSDOT R5 Design
Nimish Shah NYSDOT R5 Design

Issues discussed:

Proposed Stadium:

Feasibility study progressing. 3500-4000 seats. Two sites possible – City impound lot, or off Iroquois Dr. where tennis courts currently are.

New Ramps from /to NY 198:

The previously discussed possible new off ramp between elevated section and Grant St. would bisect the City impound lot site, therefore Buff State is not in favor of this option. An exit off the 198 closer to the 190 interchange would be preferable, out letting onto the north-south street (Letchworth St.) south of the Grant/ Rockwell intersection.

Buff St. does not support new 198 off ramps onto the campus between Grant and Elmwood. The possibility of an on ramp from Iroquois Dr. onto 198 would be the only thing that would be even a consideration.

Richardson Complex – development plans have potential to increase traffic on surrounding roadway including Rockwell. This should be considered when developing alternatives in this area.

Project issues that Buff state supports:

- Access to Scajaquada Bike Path
- New Pedestrian Bridge between Grant and Elmwood
- Bike Path facilities on the south side of the expressway and Scajaquada Creek
- Partnering with DOT on stormwater treatment strategies. (LaBella is currently preparing a study on retention / treatment facilities for Buff state.)

Buffalo State's major concern with the project and proposed modification of 198 interchanges and functional classification is that it is not result in any increase in delays for students and faculty. Currently students and faculty leaving in peak periods (4:30 pm example cited) can expect it to take up to half an hour to get from the parking lots onto the 198. This is a major complaint of students.

Action Items:

- DOT to find out who has ownership and maintenance responsibility for the retaining wall adjacent to Iroquois Drive near Elmwood ramps.
 - ***Based on our record plan information, we believe that the retaining wall is on Buffalo State property and is not owned or maintained by the State.***
- DOT to find out who owns and maintains Scajaquada Bike Path
 - ***It is our understanding that the City of Buffalo owns and maintains the path.***
- S. Shaffer to forward record plan information on existing storm water outlets and other Buff State utilities crossing the 198 corridor.

The above constitutes our understanding of issues discussed during this meeting. Please notify the undersigned with any errors or omissions.

Best regards,
Dave Hill

Cc: All in attendance



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Interactive Design Workshop #1
Focus on NYS Route 198 from I-190 through the Grant Street Interchange
Wednesday, September 16, 2009 @ 6:30 PM
Burchfield Penney Art Center, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Darrell Kaminski	NYSDOT R5 Design
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Ken Kluck	NYSDOT R5 Landscape Arch
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Jim Dill	Bergmann Associates
Ken Meding	Bergmann Associates
Sayed Ghasemi	City Hall
James Lee	Forest District Civic
Jordan Dalton	UB Dept. of Media Study
Steve Shaffer	Buffalo State College
Mark Kubiniec	Grant Amherst Business Assoc.
Tullis Johnson	Burchfield Penny Art Center
Brad Hamm	Common Council – Delaware District
Mark Lee	Erie County Planning
Peter Burakowski	Buffalo and Erie County Historical Society
Brain Dold	
Tom Mead	
Pam Maglietto	
Marc Rebmann	
Kristen Allen	
Monica Bower	
Francis A Wagner	
Hal Morse	GBNRTC
Janet Sciohino	
Jo-Ann Mecca	
Bill Field	
Tim Scanlon	
Kathleen Heyworth	Burchfield Penny Art Center
Katy Brown	Buffalo Niagara River Keeper
Bill Licata	Council Staff City Hall
Ruth Lampe	
Dave Lampe	Delaware Park Steering

NAME	REPRESENTING
Lonnell M. Williams	The Academy at School #44
Larry Brooks	Buffalo Niagara River Keeper
Katherize Winkler	Buffalo Niagara River Keeper
Carlos Gartin	
Peter Lisker	
Zachary A. Sadler	Senator Antoine M. Thompson
	NYS Senate 60 th
Jennifer Diagostino	Sam Hoyt Office
Steven P.	Riverside GNPA
Stipanovazh	
Phil Barone	
Franklin Lavoie	

Summary

This was the first in a series of public workshops to help the Department shape the future of the Scajaquada Corridor. The workshop presented an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor and to provide immediate and dynamic feedback on concept solutions for the segment of NYS Route 198 from I-190 through the Grant Street interchange. The goal was to develop usable outcomes, responsive to the community's needs that will inform the project team as they move into preliminary design.

The meeting began with a welcome and introductions, followed by a brief presentation to the group as a whole. The purpose of the presentation was to familiarize those who may not have participated in the project before with its purpose and need as well as the results of past studies. Environmental considerations, roadway geometry, drainage features, traffic control, accident history, and community context were covered.

Attendees then broke into two (2) groups for a "thinking session." Each group was facilitated by two members of the project team. The groups brainstormed ideas, talked over concepts presented at each table, and proposed improvements that would work close up (for pedestrians and bicyclists) and far away (for motorists, commuters, and trucks). Each group discussed ways to improve safety, connectivity, and to bring the facility into better harmony with the surrounding community character and natural environment.

At the conclusion of the breakout session, each group reported back. This was followed by a brief discussion to identify common points and to build consensus. The following is a summary of comments recorded at the meeting.

Focus on NYS Route 198 from I-190 through the Grant Street Interchange

- ❑ If constructing a pedestrian connection over Scajaquada Creek from Buffalo State College to the Scajaquada Pathway, consider moving that connection farther west than the location shown on the graphics presented at the meeting. A level crossing without ADA ramps or stairs would be preferred.
- ❑ Provide improved signage and wayfinding for pedestrian and bicyclist resources as well as historic sites throughout the corridor. There are points of interest related to the War of 1812 along the Scajaquada Pathway.
- ❑ Consider the development of a portage around the existing finger dam in Scajaquada Creek to improve access for watercraft. It is important to note that the dam results in downstream currents that can be dangerous to canoes. The location for a portage should be chosen accordingly.
- ❑ Pocket parking along Scajaquada Creek is a good idea to enhance access. If constructed, Buffalo State College Student parking would need to be regulated.
- ❑ Removing the Grant Street ramps to and from westbound NYS Route 198 would allow for connection of the Scajaquada Pathway without an at-grade crossing of Grant Street.
- ❑ The removal of select vegetation to improve the visibility of Scajaquada Creek should be balanced with a desire to maintain or perhaps establish additional vegetation to protect its banks, riparian buffer, and general ecology.
- ❑ Access should be enhanced with good lighting, visible connections, and marked crosswalks. The design of at-grade crossings will be particularly important if they are to be well utilized.
- ❑ The flow of traffic at the Grant Street, NYS Route 198 eastbound ramps, and Buffalo State College entrance intersection needs improvement. There is a need to work with Buffalo State College to improve general circulation and roadway connections in this area.
- ❑ Consider installing a sidewalk along the south side of NYS Route 198. Determine if that sidewalk can be constructed at grade with Iroquois Drive rather than down along the roadway. People may prefer to walk away from moving traffic.
- ❑ Without shifting the roadway's alignment, a sidewalk on the north side of NYS Route 198 would require a retaining wall for support. Construction of a wall could be expensive, may damage the creek's riparian buffer, and may present a potential safety concern for water craft. Consider shifting the roadway to the south to provide this sidewalk access along the creek without negatively impacting its banks.

- ❑ The possibility of extending Letchworth Street to Tonawanda Street should be further investigated along with a dedicated eastbound off-ramp from NYS Route 198 if proposed development is supportive. Traffic around Buffalo State College is cyclical in nature. The impact of traffic on neighboring homes from an extended Letchworth Street should be considered.
- ❑ A speed transition zone must be developed between I-190 and Grant Street using visual cues to “tame” traffic speeds.
- ❑ An existing problem with headlight glare caused by opposing vehicles along the curves approaching and on the elevated section should be further investigated and mitigated if possible.
- ❑ Agreements regarding the continued maintenance of sidewalks, shared use paths, and pedestrian bridges constructed under this project will be critical to upkeep and future success. Local agencies will need to be involved and have some responsibility. Participation by local community groups is also a possibility.
- ❑ There is a desire to promote greater usage of the existing Scajaquada Pathway through good connections and sound maintenance.
- ❑ The installation of rain gardens beneath and along the elevated section of NYS Route 198 should be further investigated. This is one potential way to improve the quality of water discharged to Scajaquada Creek from the roadway.
- ❑ Diversion of traffic from NYS Route 198 on to adjacent, parallel local streets is a significant public concern.
- ❑ No preference for the proposed roundabout or signalized intersection alternatives was clearly stated. It was noted that the roundabout concept is in keeping with the Olmsted heritage of the surrounding area. More analysis is necessary.
- ❑ An increase in travel time along the corridor would be acceptable as long as traffic can be kept moving at a reasonable pace on a reliable, daily basis.
- ❑ There is a concern over the ability of traffic to negotiate around disabled vehicles or other blockages given a narrowed section.
- ❑ Police enforcement is not a desirable way to encourage lower speeds. It is desirable to encourage proper motor vehicle speeds by design of the roadway to the greatest feasible extent.
- ❑ If the Scajaquada Expressway were to be built to current standards, it would likely be a much larger facility with interchanges having a greater footprint. Reconfiguration to an urban arterial roadway is desirable alternative.

- It is important for members of the surrounding communities to reach out to their elected officials and support the identification of funding for construction of proposed improvements. At this time, only the preliminary design and environmental study activities are fully funded as part of the New York State Department of Transportation's program.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Interactive Design Workshop #2
Focus on NYS Route 198 from Parkside Avenue to NYS Route 33
Wednesday, November 4, 2009 @ 6:30 PM
St. Mary's School for the Deaf, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Craig Mozrall	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Doug Macaulay	NYSDOT R5 Design
Alan Lesniak	NYSDOT R5 Design
Mike Christner	NYSDOT R5 Design
Tim Bender	NYSDOT Consultant Mgmt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Tom Detrie	Bergmann Associates
Monica Bower	
Lynne Adamczyk	
Sean Myers	
Charles Banas	
Liz Savage, SSJ	
Ryan Bugess	Time Warner News - YNN
Hal Morse	GBNRTC
Jim Nowicki	
Brad Hamm	Common Council – Delaware District
Dan Cadzow	
Sister Philip Marie	
Ken Kruly	
Tom Greene	
Steven Stipanovich	Black Rock - Riverside GNPA
Tom Ziobro	
Krysta Doerfler	
Zachary A. Sadler	Senator Antoine M. Thompsons NYS Senate 60 th
Donna Fernandes	
George Zornick	
Peter Burakowski	Buffalo and Erie County Historical Society
James Rozanski	
Tom Cannavo	
Brain Dold	
S. S.	
Rick Wolf	
Tom Mead	Buffalo Olmstead Parks

NAME	REPRESENTING
Chris Colley	
Oswaldo Mestre	
Chris Fahey	Congressman Higgins
Chris Hawley	City of Buffalo
Justin Pomietlarz	
Jo-Ann Mecca	
Bill Licata	Council Staff City Hall
Ruth Lampe	Parkside Comm. Assoc.
Dave Lampe	Parkside Comm. Assoc.
Kristin Allen	Parkside Comm. Assoc.
Joan Baizer	Parkside Comm Assoc.
Seyed Ghasemi	
Mark Kubiniec	Grant Amherst Business Assoc.
Mark Lee	Erie County Planning
Michael Meyer	Flynn Battaglia Architects
Janice Barber	
Amy Minser	
David Gerber	
Todd Mitchell	
Albert Titus	
David Woollatt	
Pam Maglietto	
Rich Powers	
David DeBoy	
Bob Kilduff	
Nate Marton	Medaille College

Summary

This was the second in a series of public workshops to help the Department shape the future of the Scajaquada Corridor. The workshop presented an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor and to provide immediate and dynamic feedback on concept solutions for the segment of NYS Route 198 from Parkside Avenue to NYS Route 33. The goal was to develop usable outcomes, responsive to the community's needs that will inform the project team as they move into preliminary design.

The meeting began with a welcome and introductions, followed by a brief presentation to the group as a whole. The purpose of the presentation was to familiarize those who may not have participated in the project before with its purpose and need as well as the results of past studies. Environmental considerations, roadway geometry, drainage features, traffic control, accident history, and community context were covered.

Attendees then broke into three (3) groups for a "thinking session." Each group was facilitated by a member of the project team, with two additional members available to take notes and assist with the graphics. The groups brainstormed ideas, talked over concepts presented at each table, and proposed improvements that would work close up (for pedestrians and bicyclists) and far away (for motorists, commuters, and trucks). Each group discussed ways to

improve safety, connectivity, and to bring the facility into better harmony with the surrounding community character and natural environment.

At the conclusion of the breakout session, each group reported back. This was followed by a brief discussion to identify common points and to build consensus. The following is a summary of comments recorded at the meeting.

Focus on NYS Route 198 from Parkside Avenue to NYS Route 33

- ❑ Consider an alternative that would construct a large traffic circle at Parkside Avenue, matching the radius of Agassiz Circle. Access and traffic impacts to the adjacent homes were noted as potential concerns.
- ❑ Consider lowering NYS Route 198 five to six feet adjacent to Delaware Park. This, coupled with appropriate ground level screening, would help screen the view of passenger cars from the park.
- ❑ Add an entrance/exit to Delaware Park from NYS route 198.
- ❑ Reconfiguration of the Main/Kensington intersection should involve coordination with Sisters Hospital. Ambulances use Kensington Avenue to access the emergency room, which is located off Kensington Avenue.
- ❑ The option of constructing a tunnel beneath Parkside Avenue for NYS Route 198 through traffic was favorably received. Blasting (for rock removal) and its potential impacts to neighboring residents, along with cost and the extension of the “expressway” to Delaware Avenue were discussed as concerns.
- ❑ Consider increasing the number of connections to the local street network, especially between Main Street and NYS Route 33. This would ease the pressure on existing intersections and interchanges and reconnect neighborhoods severed by the original construction.
- ❑ It was suggested that a three-lane roundabout at the Parkside intersection would be confusing and difficult to navigate.
- ❑ It was suggested that if the Main/Kensington intersection were improved, traffic may use what is perceived as excess capacity on Main Street and migrate away from Parkside Avenue. An increase in capacity at the Parkside intersection would be undesirable.
- ❑ Consider returning Humboldt Parkway to its original condition/design prior to the construction of NYS Route 198.
- ❑ Ensure that truck access is maintained as part of any of the improvements.
- ❑ Scale the road down to a local road.
- ❑ Investigate a boulevard concept for NYS Route 198 with intersecting streets.

- ❑ A suggestion was made to test a single lane in each direction for the length of NYS Route 198 with jersey barrier for 6 months to help with an assessment of diversion.
- ❑ Consider dual roundabouts at Main Street and Kensington Avenue to maintain all current maneuvers.
- ❑ Consider improving the conditions east of Main Street. High traffic volumes, congestion, air, and noise impacts are of concern to neighboring residents. There is also a lack of connectivity and pedestrian routes across the expressway.
- ❑ Consider a pedestrian underpass at Parkside Avenue with an at-grade roundabout, however, security inside this tunnel would be of concern.
- ❑ Medaille College Students park on the north side of NYS Route 198 and cross to the college at Parkside. Create a safer crossing for pedestrians at this location.
- ❑ Move the Buffalo Parks Department maintenance garage in order to construct a pedestrian bridge closer to Parkside Avenue. Have the pedestrian crossing east of the existing garage location.
- ❑ Improve access to NYS Route 33 from Main Street.
- ❑ Consider the effects of traffic movements and their effect on the quality of life in the area.
- ❑ Add street lights for improved visibility. Consider placing lights in a location where they will not be susceptible to being struck, such as within a raised median.
- ❑ Improve pavement markings at the NYS Route 198 and NYS Route 33 interchange.
- ❑ To some, increased delay or travel time would not be a concern if the project puts the facility more in harmony with its surroundings while increasing safety, connectivity, and property values.
- ❑ What impact would improve mass transit facilities have on the corridor? Would this help relieve congestion?
- ❑ Local streets lose at least 25% of their width during the winter months due to snow banks.
- ❑ Speed reduction is a necessity in order to create a safe roadway for vehicles, pedestrians, and bicyclists.
- ❑ This area has an urban planning problem not a highway geometry problem.
- ❑ Increase pedestrian and bicycle accommodations to improve mobility.
- ❑ Consider having a charrette as an effective forum for alternative development and idea gathering. This would better allow for a true sharing of ideas.

- ❑ Consider a boulevard with two lanes in each direction for Humboldt Parkway surrounding two or more lanes in each direction for NYS Route 198. Intersections would be at grade and signalized.
- ❑ Streetscape improvements should be a requirement of the project.
- ❑ It is important for members of the surrounding communities to reach out to their elected officials and support the identification of funding for construction of proposed improvements. At this time, only the preliminary design and environmental study activities are fully funded as part of the New York State Department of Transportation's program.
- ❑ Consider/Research examples such as Ocean Park Boulevard and Embarcadero Boulevard.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Interactive Design Workshop #3
Focus on NYS Route 198 from Elmwood Avenue to Delaware Park
Thursday, April 29, 2010 @ 6:30 PM
Delaware Park Marcy Casino, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Craig Mozrall	NYSDOT R5 Design
Darrell Kaminski	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Nimish Shah	NYSDOT R5 Design
Alan Lesniak	NYSDOT R5 Design
Alma Lafferty	NYSDOT R5 Design
Tim Bender	NYSDOT Consultant Mgmt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Tom Detrie	Bergmann Associates
Michael Muehlbauek	
T. J. Pignato	Buffalo News
Janice Burnett	Forest Lawn
Jo-Ann Meca	
Jeff Zimbell	
Bill Park	City of Buffalo OSP
Warren Glover	
Gary Witulsky	City of Buffalo OSP
Steve Krumm	
John Metzen	
Jennifer Diagostino	NYS Assm Sam Hoyt
Steven Shaffer	Buffalo State College
Eugene Setel	
David DeBoy	
Robert Biniszkiewicz	
Joseph O'Donnell	
Robbyn Drake	
Alan Oberst	Buffalo-Niagara Riverkeeper
Kathleen McGuigan-Sadoff	
Thomas Herrera-Mishler	Buffalo Olmsted Parks Conservancy
Fran Wagner	Scajaquada Cr. Canoe Club
Jordan Dalton	SUNY Buffalo – Media Study
Kris Allen	
Cindy Gorski	

NAME	REPRESENTING
Paul Gorski	
Gary Gottlieb	NYSDOT
Andres Hverta	
Chuck Barnes	
Monica Bower	
Hal Morse	GBNRTC
Jim Nowicki	
Ken Kruly	
Tom Ziobro	
Krysta Doerfler	
Brian Dold	
Tom Mead	Buffalo Olmstead Parks
Ruth Lampe	Parkside Comm. Assoc.
Seyed Ghasemi	
Mark Kubiniec	Grant Amherst Business Assoc.
Mark Lee	Erie County Planning
Albert Titus	

Summary

This was the third in a series of public workshops to help the Department shape the future of the Scajaquada Corridor. The workshop presented an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor and to provide immediate and dynamic feedback on concept solutions for the segment of NYS Route 198 from Elmwood Avenue to Delaware Park. The goal was to develop usable outcomes, responsive to the community's needs that will inform the project team as they move into preliminary design.

The meeting began with a welcome and introductions, followed by a brief presentation to the group as a whole. The purpose of the presentation was to familiarize those who may not have participated in the project before with its purpose and need as well as the roadway's features, traffic control, accident history, and community context for this section of the corridor. At the end of the presentation, various alternative concepts were introduced to those in attendance.

Attendees then broke into three (3) groups for a "thinking session." Each group was facilitated by a member of the project team, with two additional members available to answer questions, take notes, and assist with the graphics. The groups brainstormed ideas, talked over alternative concepts presented at each table, and proposed improvements that would work close up (for pedestrians, bicyclists, and waterway users) and far away (for motorists, commuters, and trucks). Each group discussed ways to improve safety, connectivity, and to bring the facility into better harmony with the surrounding community character and natural environment.

At the conclusion of the breakout session, each group reported back. This was followed by a brief discussion to identify common points and to build consensus. The following is a summary of comments recorded at the meeting.

Focus on NYS Route 198 from Elmwood Avenue to Delaware Park

- ❑ Good pedestrian and bicyclist accommodations are extremely important along this segment of the corridor. The Scajaquada Pathway and Delaware Park ring road are valuable existing resources. The project should take advantage of opportunities to add to and enhance the existing network of paths and sidewalks. More plentiful and convenient pedestrian connections were requested including access to/from the Wegmans Plaza from Buffalo State College.
- ❑ A consensus emerged that modern roundabouts with more than two through travel lanes would not be desirable along the Scajaquada corridor. This directly applies to a three (3) lane alternative concept presented for the junction of NYS Route 198 and NYS Route 384 (Delaware Avenue). Concerns were raised that while “Olmsted-esque”, roundabouts would create large expanses of pavement, a complex system of pavement markings and signing leading to driver confusion, long pedestrian crossings, and significantly reduce capacity on NYS Route 198.
- ❑ Traffic signals are proficient at handling heavy peak hour through volumes while providing gaps for lower volume side street movements. Many attendees were in favor of the signalized alternatives presented and requested that traffic signals be fully investigated as alternatives to roundabouts where ramps are eliminated. It was noted that signalized intersections do allow some direct vehicular and pedestrian conflicts that do not exist in roundabouts. It was also noted that signals can increase the potential for vehicle idling, which is perceived as a potentially negative impact to Delaware Park (e.g. idling trucks).
- ❑ Removal of the existing ramp in the southwest quadrant of the Elmwood Avenue interchange could allow for future use of that property by Buffalo State College. A desire to eliminate the eastbound off ramp to Iroquois Drive was also stated. In general, a desire to eliminate ramps and increase green space while addressing safety concerns was expressed.
- ❑ Removal of the existing ramp in the southwest quadrant of the Delaware Avenue interchange would visually and acoustically benefit the atmosphere of Delaware Park adjacent to Hoyt Lake.
- ❑ Consider lowering NYS Route 198 between Lincoln Parkway and Delaware Avenue and Delaware Avenue and Parkside Avenue to improve physical and visual connectivity while potentially reducing the impact of traffic noise. This might also increase opportunities to site and construct pedestrian bridges that reflect the style of Frederick Law Olmsted.
- ❑ Consider raising the profile of NYS Route 198 where it passes over Scajaquada Creek to allow for a pedestrian underpass.
- ❑ A suggestion was made to fully reconnect Lincoln Parkway across NYS Route 198. A modern roundabout or signal could be used to control this new full access intersection.
- ❑ The creation of a “boulevard feel” along NYS Route 198 was generally met with a favorable response. It was noted that while narrowing the pavement is desirable from a

traffic calming and pedestrian access perspective, adequate space should be retained to accommodate regular maintenance activities and incident management. The use of non-expressway design features was encouraged.

- ❑ Consider the use of street trees with an appropriate spacing to give motorists on NYS Route 198 the perception that they are moving faster than they actually are.
- ❑ Consideration should be given to providing direct connections to and from heavy traffic generators where feasible. It was suggested that a direct exit from Buffalo State College to NYS Route 198 could take some traffic load off the local street system (Elmwood Avenue).
- ❑ A comment was made that since NYS Route 198 had been resurfaced in 2009, traffic noise had increased. It was suggested that quieter pavement treatments be investigated as part of the design process.
- ❑ A suggestion was made to consider crossing NYS Route 198 and NYS Route 384 (Delaware Avenue) at grade, off the existing Delaware Avenue bridge, at a signalized intersection. This would allow for the use of the Delaware Avenue bridge by pedestrians and bicyclists.
- ❑ Consider a boardwalk in lieu of a paved pathway along the southern shore of Scajaquada Creek at the western end of the project to protect the riparian buffer.
- ❑ It was suggested that the focus of efforts along the entire corridor should be the protection and enhancement of community assets rather than handling traffic.
- ❑ A participant asked why design concepts couldn't start with 10 foot or 11 foot lane widths and work their way up to 12 foot if necessary rather than vice versa? It was explained that NYS Route 198 is a Qualifying Highway on the New York State Designated system of Truck Access Highways. According to accepted design standards, 12 ft lanes meet the minimum standard for a Qualifying Highway and 13 ft lanes are typical. The current alternatives begin with 12 ft wide lanes. Lanes 11 ft wide may be considered in the future as a design exception.
- ❑ A participant asked if trucks could be prohibited from NYS Route 198. It was explained that it is a Qualifying Highway on the New York State Designated system of Truck Access Highways and truck access needs to be provided unless a suitable alternative route was developed, which does not exist today.
- ❑ Some participants expressed a desire to maintain the Scajaquada's function as a through roadway. It would not be desirable to turn the roadway into a local street. The diversion of traffic to local streets would be of concern, especially under winter (snowy) conditions.
- ❑ Consider the feasibility of adding on-street parking along NYS Route 198.
- ❑ Consider the integration of features that enhance the experience of users other than motorists. For example, consider bridge treatments that would be seen by and appeal to pedestrians and canoeists, even if they cannot be seen by passing motorists.

- ❑ A suggestion was made to explore the possibility of allowing two-way traffic over the existing Lincoln Parkway bridge.
- ❑ Ensure that the drainage system is properly designed to address both water quantity and quality.
- ❑ Investigate ways to light the roadway that will not be prone to damage each winter and spring from plowing operations and errant vehicles (i.e. move the lights farther away from the roadway than they are today).

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Craig Mozrall, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Stakeholder Group Meeting #5
Thursday, April 28, 2011 @ 3:00 PM
Delaware Park Marcy Casino, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Craig Mozrall	NYSDOT R5 Design
Frank Billittier	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Peter Hart	NYSDOT R5 Design
Tim Bender	NYSDOT Consultant Mgmt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Tom Detrie	Bergmann Associates
Cheryl Liberatore	Bergmann Associates
James Lee	Forest District Civic Assoc.
Bernard Wagner	Darwin Martin House
Kristi Moscato	Wegmans
Russell Weaver	Senator Mark Grisanti
Brad Hamm	Councilmember Michael LoCurto
Gary Witulsky	City of Buffalo OSP
Justin Azzarella	Elmwood Village Assoc.
Ruth Lampe	Parkside Comm. Assoc.
Dave Lampe	Buffalo Park Steering Comm.
Jennifer Diagostino	NYS Assemblyman Sam Hoyt
Renata Kraft	Buffalo Niagara Riverkeeper
Steven Shaffer	Buffalo State College
Henry Szymula	Forest Lawn Group
Nate Martin	Medaille College
Todd McAlister	Masten District Common Council
Tom Kelly	-
Thomas Herrera-Mishler	Buffalo Olmsted Parks Conservancy
Hal Morse	GBNRTC
Tom Mead	Buffalo Olmstead Parks Conservancy
Seyed Ghasemi	City of Buffalo DPW
Mark Kubiniec	Grant Amherst Bus. Assoc.
Mark Lee	Erie County Planning

Summary

The purpose of this meeting was to update the Stakeholder Group on the status of the project, discuss schedule, present future no-build traffic volumes, and provide early insight from the analysis of alternative traffic data. The meeting also included a summary of ideas from last year's series of Interactive Design Workshops. Attendees were given an opportunity to review and comment on a conceptual layout of a feasible build alternative.

Project Status Update:

- ❑ Frank Billittier introduced himself to the group. Craig Mozrall has assumed the role of Acting Regional Design Engineer within the Department and Frank has taken over leadership responsibilities for the Scajaquada Corridor project.
- ❑ A significant amount of traffic data was generated and obtained from the GBNRTC over the course of the past year. Analysis of that data began in earnest this April.
- ❑ The design team is targeting summer 2012 for the selection of a preferred alternative. Overall, the project is on target for completion of the Environmental Impact Statement in 2013. This would allow for construction between 2016 and 2020. As noted at previous meetings, construction funding has not yet been identified.

Regional Traffic Forecast Model Results:

Background

- ❑ The morning and evening peak hours of commuter traffic along NYS Route 198 occur from 7:30 AM to 8:30 AM and 4:15 to 5:15 PM, respectively. These representative periods are being studied. There are other times and locations where traffic is heavy, such as along Grant Street during the Buffalo State College peak (3:30 PM). Consideration to these will also be given in the design.
- ❑ Attendees were provided with copies of existing (Year 2008) and future no-build (Year 2040) traffic volumes for the morning and evening peak hours. It was noted that some minor adjustments may be made to future volume projections as the study progresses.
- ❑ GBNRTC's travel demand model was used to generate traffic forecasts for the future no-build and build (alternative) conditions on and around the Scajaquada Corridor. It was also used to make informed assessments of potential traffic diversion. The model is based on population and employment trends, households and planned developments, and origin/destination information. In-person interviews and surveys were also conducted to help calibrate the model results during the early stages of model development.
- ❑ The GBNRTC travel demand model meets Federal Highway Administration (FHWA) standards for calibration and validation.
- ❑ Forecasts of population and employment changes have been made based on past trends and with input from a committee of local experts.

- ❑ A modest increase in population and employment is anticipated across the Buffalo region through 2035. Immediately adjacent to the Scajaquada Corridor, a slight population increase on the order of 2% is expected during this time period, primarily resulting from increased student housing and dormitory facilities in the vicinity of Buffalo State College. Employment within the Scajaquada Corridor is expected to drop by 11% by the year 2035.

No-Build Traffic Information

- ❑ No-Build traffic projections suggest roughly 10% growth in traffic throughout the corridor between 2008 and 2040, or approximately 0.3% per year. The design should anticipate that increase.
- ❑ As traffic builds, peak hour congestion at the following locations is anticipated to grow:
 - Intersection of NYS Route 198 at Parkside Avenue
 - Westbound NYS Route 198 off-ramp to Nottingham Terrace and Delaware Avenue
 - Intersection of Grant Street and the NYS Route 198 ramps
- ❑ In addition to those along the corridor, up to 36 “outlying” intersections (signalized and unsignalized) will be studied on parallel and alternative routes to assess the potential effects of traffic diversion onto alternative routes. Some congestion occurs at these intersections today, primarily along the Elmwood and Delaware corridors. Known peak hour congestion on these routes can discourage traffic from using them as diversion routes off of the NYS Route 198 corridor.

Initial Traffic Diversion Results

- ❑ Initial results suggest traffic will not divert away from NYS Route 198 as much as previously expected. Early thoughts on why include:
 - Lack of parallel routes with convenient alternate access to I-190 and NYS Route 33.
 - NYS Route 198 acts locally as principal access to the regional transportation system.
 - The times to reach, use, and traverse parallel routes remain longer than the time required using NYS Route 198, even with large increases in delay factored in.
 - Most trips using NYS Route 198 (upwards of 80%) begin at or are destined for areas within the corridor so most of the traffic has a local origin or destination.
- ❑ Additional delay and travel time information will be presented at a future stakeholder meeting as it is developed.
- ❑ Initial results show the average diversion realized along NYS Route 198 as follows:
 - -15% for Alternative 2 (four lane arterial with traffic signals at 40-45 mph)
 - -20% for Alternative 3A (four lane arterial with roundabouts at 40 – 45 mph)
 - -25% for Alternative 4 (two lane arterial with roundabouts at 30-35 mph)
 - < 5% diversion at the Parkside and Main/Kensington intersections under any scenario
- ❑ The following corridors received diverted traffic:

- South of NYS Route 198 - Forest, Delavan, Ferry, and Main
 - North of NYS Route 198 – Amherst, Hertel, Military, Delaware, Nottingham, and Colvin
- Early diversion results on I-190 and NYS Route 33 show +3% and -6%, respectively.

Signals vs. Roundabouts (Comparisons)

- Initial results suggest single and multi-lane modern roundabouts will not have adequate capacity to handle the anticipated traffic demand, even with anticipated diversion factored in.
- Participants at the Interactive Design Workshops generally did not approve of modern roundabouts with more than 2 circulating lanes for this corridor.
- Multi-lane roundabouts are more operationally complex than their single-lane counterparts having an increased number of conflict points. Experience has shown an elevated risk of sideswipe accidents related to lane departures.
- Questions have been raised regarding pedestrian accessibility (especially for the blind) at modern roundabouts. Though pedestrians need only cross only one direction of traffic at a time, they must rely upon the proper behavior of motorists (yielding) in multiple lanes to complete their movement.
- Recent information on Roundabout experience in the United States is available in the Transportation Research Board's NCHRP Report 672, "Roundabouts: An Informational Guide – Second Edition."
- Signalized intersections are generally better suited to handle heavily peaked traffic that is not balanced over multiple approaches when compared to modern roundabouts.
- While pedestrians must still rely on motorists obeying the "rules of the road" for crossing safety at signalized intersections, the signals do assign phases for crossing. There is an opportunity to incorporate median refuges at signalized intersections, which can offer some of the same benefits of two-stage crossing realized at a roundabout.
- Initial results suggest signalized intersections with a minimum of two through lanes in each direction and auxiliary (turn) lanes can provide enough capacity to accommodate the projected peak hour volumes with a modest increase in congestion, operating at or just over capacity during the peak hour in 2040.

Interactive Design Workshop(s) - Results

- Significant conclusions drawn from the interactive design workshops were reviewed. Please refer to the meeting handout attached to these minutes.

Initial Concept (Work in Progress) of a Feasible Build Alternative

- ❑ The initial concept under development is based on Alternative 2. It involves changing NYS Route 198 into a four-lane, median divided arterial with signalized intersections as replacements for the existing higher speed ramps. Its development has been informed by the results of the interactive design workshops, Olmsted Park plans, etc.
- ❑ The concept offers the following benefits, which are in keeping with the project's Purpose and Need (current statement reviewed at the meeting).
 - Non-expressway, principal arterial facility
 - Relative overall safety improvement
 - Improved pedestrian connectivity
 - Reduced travel speeds
 - Improved harmony with surrounding community character and environment
 - Does not significantly erode the existing level of service
- ❑ Issues to consider at the local street connections include concentrated traffic volumes at fewer locations, increased congestion, long pedestrian crossings, longer traffic signal cycle lengths, and potential impacts to adjacent property. It should be noted that these issues exist exclusive of whether signals or roundabouts are used on NYS Route 198.
- ❑ The concept will result in an increased travel time across the NYS Route 198 corridor. Travel time projections are currently being developed and will be shared at a future Stakeholder Group meeting.
- ❑ Air quality and noise impacts will be investigated as the study progresses. Changing from an expressway (free flow) to stop-and-go traffic (signals and/or roundabouts) may result in an increase in emissions and noise.
- ❑ Profile adjustments to improve visual and physical connectivity between Lincoln Parkway and Delaware Avenue and Delaware Avenue and Parkside Avenue are being evaluated. Snow drifting and increased winter maintenance activities must also be considered.
- ❑ The Department is committed, per the Purpose and Need Statement, to maintaining an arterial roadway through this corridor. NYS Route 198 will not be eliminated by this project. However, feasible alternatives will attempt to accomplish the shared goal of bringing the corridor into better harmony with its surroundings.
- ❑ Light poles were shown in the median on the conceptual typical sections distributed at the meeting for illustrative purposes only, though this is a desirable treatment. Final decisions on the locations of light poles will be made as design progresses.
- ❑ Proper handling and treatment of storm water and desired surface water quality enhancement measures, as deemed feasible, will be part of the project's design.
- ❑ If the roundabout alternative with a 30-35 mph speed limit were dismissed, the possibility of a reduced speed limit could still be investigated in conjunction with a different alternative. It is important to note that speed limits are set by the anticipated

(and after construction, actual) 85th percentile speed. That term is defined as the speed which 85% of the traffic travels at or exceeds under free-flow conditions.

Comments on the Conceptual Alternative

- ❑ In lieu of moving NYS Route 198 closer to Buffalo State College and away from Scajaquada Creek to accommodate a sidewalk on that side of the highway, consider the feasibility of an easement for sidewalk construction and maintenance by Buffalo State College on the south side of the road.
- ❑ Buffalo State College will send parking lot counts to the design team (lots adjacent to Grant Street).
- ❑ Buffalo State College would prefer to see a pedestrian overpass moved farther west, to line up with a gap between the residence halls.
- ❑ A path connection that eliminates the need to cross Grant Street is desirable. Improved pedestrian accommodation is desirable at the Grant Street intersections.
- ❑ Review the possibility of having an eastbound and westbound NYS Route 198 connector roadway at the Grant Street interchange, where the present day ramps reside. This would split the large volume of traffic destined to NYS Route 198 across two intersections instead of one.
- ❑ Consider relocating the parking, canoe launch, and creating a pocket park between the proposed Elmwood Avenue connector from NYS Route 198 and the Elmwood Avenue overpass.
- ❑ Further investigate connectivity for Lincoln Parkway across NYS Route 198. Pedestrian connectivity was generally thought of as more important than vehicular connectivity. An at-grade crossing of NYS Route 198 for pedestrians could be accomplished in conjunction with a new signalized intersection at Lincoln Parkway or via an underpass where NYS Route 198 passes over Scajaquada Creek.
- ❑ Consider a canoe launch just west of Lincoln Parkway, south of NYS Route 198. Canoes could portage around the dam.
- ❑ Interest remains in possibly relocating the existing parks maintenance facility. A concern was voiced regarding moving equipment in and out of the facility. It is not anticipated that the Scajaquada project will impact the existing facility or its access to the extent that the site is no longer viable. Without a significant impact, federal funds cannot be used to fund relocation. Consideration will be given to improving access to the facility as design progresses. If the City has plans to move/eliminate the existing building, that information should be shared with the design team. The NYSDOT plans to have a separate meeting with the City Parks Department to discuss this facility and its future in greater detail.
- ❑ Maintain a minimum of two lanes out of Medaille College and approaching NYS Route 198 at Parkside Avenue.

- ❑ It was stated that recent pedestrian improvements (pedestrian signals, marked crosswalks, curb ramps) at the Parkside intersection have vastly improved the ability to cross at that location.
- ❑ Retain the existing sidewalk on the west side of the Medaille College entrance drive as part of the concept shown.
- ❑ Consider a grade separated pedestrian crossing of NYS Route 198 just west of Parkside Avenue to improve connectivity between the southern neighborhoods, Medaille College, and Delaware Park.
- ❑ Consider improved vehicular access to Delaware Park. Explore a new entrance to the parking area from NYS Route 198 westbound and/or a new right-in/right-out.
- ❑ The Olmsted Parks Conservancy would still like to see Agassiz Circle formally reestablished. Restoration of the circle is at odds with accommodating the high volume of traffic projected to continue to utilize this intersection well into the future. Preliminary results show only 4% diversion would occur here. Construction of a tunnel allowing through traffic to bypass the intersection would be costly (estimated at \$120M) and would extend the higher speed “expressway feel” to Delaware Avenue. Another option is to reflect Agassiz Circle in other elements such as pedestrian facilities, landscape features, etc around the intersection.
- ❑ The goal at the Main and Kensington “triangle” is to reduce conflict points, improve safety, and promote smoother operation. Multiple options have been screened including a single point urban intersection, elevated median u-turns, a one-way connector bridge at Kensington Avenue, and a two-way connector bridge. Capacity, connectivity, impacts and cost need to be balanced here. Consideration could also be given to closing off access to Kensington Avenue at Humboldt Parkway. This could significantly affect Sisters Hospital.
- ❑ No level of improvement at Main and Kensington is expected to provide enough additional capacity to draw measurable traffic away from the Parkside intersection with NYS Route 198.

Next Steps:

- ❑ Complete the Year 2040 Future No-Build traffic analyses
- ❑ Update draft Chapter 2 of the EIS
- ❑ Continued alternative development
- ❑ Continued assessment of alternatives from a traffic analysis standpoint including capacity, delay, and travel time.
- ❑ Review progress at the next Stakeholder Group meeting, targeted in another 3 months.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

A handwritten signature in dark ink, appearing to read "M. J. McAnany", with a stylized flourish at the end.

Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Buffalo Olmsted Parks Board Meeting
Thursday May 26, 2011 @ 9:00 AM
Delaware Park Marcy Casino, Buffalo, NY

In Attendance:

NAME

Frank Billittier
Dave Hill
Mark McAnany
Mike Croce
Thomas Herrera-Mishler
Brian Dold
Tom Mead
Greg Robinson
Charles Gordon
Tony James
Richard Cummings
Otis Glover
Victor Rice
Gary Mucci
Ruth Lampe
Dave Lampe
Peter Flynn
Mark Mistretta

REPRESENTING

NYSDOT R5 Design
NYSDOT R5 Design
Bergmann Associates
Bergmann Associates
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Buffalo Olmsted Parks Conservancy
Parkside Comm. Assoc.
Delaware Park Steering Comm.
Flynn Battaglia Architects, P.C.
Wendel-Duchscherer

Summary

This was a joint meeting of the Design Review Committee and Long Range Planning Committee of the Buffalo Olmsted Parks Conservancy Executive Board. The purpose was to provide an update on the NYS Route 198 Scajaquada Corridor project. The goal of this meeting was to continue a productive two-way dialogue where the project team revisits the BOPC vision for a transformed corridor while also sharing the complexities of the planning process and real traffic issues with the BOPC that are leading to some of the initial conclusions.

Introductions were followed by a brief history of the Scajaquada Corridor presented by Brian Dold. The presentation covered past comments made by the BOPC. Representatives of the NYSDOT and Bergmann Associates next provided an update on the traffic analysis and alternative development process. The meeting concluded with a summary of next steps.

By the end of the meeting, attendees generally agreed that due to existing and proposed traffic demands, it is unlikely that the Scajaquada Corridor project will be able to recreate Agassiz Circle in the image of Frederick Law Olmsted's original vision. NYS Route 198 serves as the primary gateway to Buffalo's regional network of arterials and interstates for

the homes, businesses, and cultural institutions located along the corridor. There are no other convenient ways to access I-190 and NYS Route 33. As a result, even with geometry and speed limit changes along NYS Route 198, only 15% to 20% of traffic is expected to divert. Furthermore, less than 5% of vehicles would divert away from the NYS Route 198 and Parkside Avenue intersection.

The Department is committed to planning a non-expressway alternative that meets many of the Conservancy's goals, however in the interest of the community, economy, and overall mobility; it is not prudent to build a facility that would introduce significant additional delay. An opportunity remains to use pedestrian facilities, landscaping, or other streetscape elements to reflect the original circle in the ultimate plan, even if the circular roadway itself cannot be reestablished.

Given the most current traffic data available, the design team has initially concluded that a modern roundabout with no more than two circulating lanes would have insufficient capacity to handle existing and projected traffic. It would be especially difficult for Parkside Avenue traffic to enter the intersection. This desired concept however, will continue to be tested and thoroughly evaluated using an animated traffic model. The results of that model will be shared with the project's stakeholders, including the BOPC, at a future meeting.

Future traffic projections are based on the Greater Buffalo Niagara Regional Transportation Council's travel demand model which predicts traffic patterns based on population, employment, and origin-destination data. The model has been validated to Federal Highway Administration Standards and calibrated to local conditions.

It is important to note that while the design team anticipates a signalized intersection at Parkside Avenue will perform better than its roundabout counterpart, it too will continue to suffer from congestion during the morning and evening peak traffic periods. Options that would eliminate congestion, such as a grade separated tunnel are considered too costly to build and/or unnecessarily disruptive to the unique character of the surroundings. They would likely also result in a higher speed traffic condition extending even further west of Parkside.

The Design Team shared graphics depicting an initial concept for a feasible build alternative. The design is a work in progress with much more evaluation and decision making still to occur. This alternative introduces a landscaped median along NYS Route 198, removes many of the existing expressway ramps, creates at-grade traffic signal controlled intersections, improves pedestrian connectivity, reduces vehicular speeds, and improves overall safety. Given these improvements, driver expectancy would be better matched with the facility's form and function.

Items the BOPC would like to see considered as design progresses:

- The speed limit reduced to 30-35 miles per hour
- A "complete streets" arterial boulevard with "Olmsted Character"
- An improved streetscape with appropriate gateway features
- Improved access to Delaware Park from NYS Route 198 and Parkside Avenue

- Relocation of the existing pedestrian overpass
- Safer pedestrian crossings that develop a strong linkage between parts of the park
- Extension of Letchworth Street from Grant Street to Niagara Street, matching the character of Rockwell Road (Note: the BOPC did not express a preference for roundabouts or signalized intersections at the Grant Street interchange)
- Narrowing of Delaware Avenue to two through lanes south of and beneath the NYS Route 198 overpass.
- Introduction of a curve into the alignment of NYS Route 198 near the McMillan Monument that more closely resembles the historic alignment

The BOPC voiced concerns against:

- Pull-off parking adjacent to Scajaquada Creek
- Opening the existing Lincoln Parkway bridge to two-way traffic. The BOPC preferred an approach where the pedestrian experience on the bridge would be maintained or upgraded.

It was noted that the City of Buffalo may be studying the future viability of the park maintenance facility. The BOPC uses only a small part of the existing facility. The NYSDOT will be holding a separate in-person meeting with the City to discuss future plans for the buildings.

Next Steps:

- ❑ Complete the Year 2040 Future No-Build traffic analyses
- ❑ Update draft Chapter 2 of the EIS
- ❑ Continued alternative development
- ❑ Continued assessment of alternatives from a traffic analysis standpoint including capacity, delay, and travel time.
- ❑ Review progress at the next Stakeholder Group meeting, targeted in approximately 3 months.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

**NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22**

**Stakeholder Group Meeting #6
Wednesday, February 15, 2012 @ 3:00 PM
Delaware Park Marcy Casino, Buffalo, NY**

In Attendance:

NAME	REPRESENTING
Craig Mozrall	NYSDOT R5 Design
Frank Billittier	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Peter Hart	NYSDOT R5 Design
Tim Bender	NYSDOT Consultant Mgmt.
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Tom Detrie	Bergmann Associates
James Lee	Forest District Civic Assoc.
Brad Hamm	Councilmember Michael LoCurto
Ruth Lampe	Parkside Comm. Assoc.
Steven Shaffer	Buffalo State College
Nate Martin	Medaille College
Hal Morse	GBNRTC
Seyed Ghasemi	City of Buffalo DPW
Mark Lee	Erie County Planning
Heath Lagoe	Fisher Associates
Lorenzo Rotoli	Fisher Associates
Stevan Stipanovich	119 Bidwell Pkwy, Buf 14222
William Murray	Forest Lawn Cemetery
Steve Balesteri	Senator Grisanti
Newell Nussbaumer	121 Norwood, Buf 14222
Brian Dold	Buffalo Olmsted Parks Conservancy
David Vitka	Catholic Health
Gary Constantino	Catholic Health
Michael Hoffert	City of Buffalo Street Lightings
Greg Robinson	Buffalo Olmsted Parks Conservancy
Bob Biniskiewicz	Elmview Place Block Club

Summary

The purpose of this meeting was to update the Stakeholder Group on the status of the project and share an updated concept for the feasible build alternative (Alternative 2). Traffic simulation results for the feasible build alternative were also shared. Graphics illustrating the feasible build alternative were made available for review. Segments of the graphic were shown and described during a slide presentation. Attendees were given an opportunity to review and comment on the graphics at the close of the meeting.

Project Status Update:

- ❑ While the detailed design and construction phases remain unfunded at this time, the Department is moving forward with the development of the preliminary design and Environmental Impact Statement. Having a completed Environmental Impact Statement and Record of Decision at the end of this process may help with securing future funding, if it becomes available.
- ❑ The design team continues to target summer 2012 for the selection of a preferred alternative. Overall, the project remains on target for completion of the Environmental Impact Statement near the close of 2013.

Description of the Feasible Build Alternative (Alternative 2):

- ❑ As described in the purpose and need statement, the intent is to convert NYS Route 198 to a “non-expressway” facility. The feasible build alternative would change the existing facility into a median divided arterial and provide:
 - An improved driver, bicyclist, and pedestrian experience
 - Improved pedestrian connectivity
 - Enhanced safety
 - A better match between the roadway’s design and operating speeds
- ❑ NYS Route 198 Viaduct: The design team is beginning to give thought to the development of appropriate gateway features that will draw motorist attention to the change from an expressway environment to an urban arterial. These would be located on approach to the proposed Grant Street connector intersection.
- ❑ Grant Street: Existing ramps would be removed and replaced with two connector roadways. Both the intersections with Grant Street and NYS Route 198 would be signalized. A proposed addition to the Jesse Kregal Pathway would pass beneath the proposed westbound connector roadway where it crosses over Scajaquada Creek.
- ❑ Buffalo State College: A new pedestrian bridge is being considered to cross over NYS Route 198 linking a central campus walkway with the Jesse Kregal Pathway. This connection would facilitate future access to Wegmans and/or the Amherst Street corridor.

- ❑ Elmwood Avenue: Existing ramps would be removed and replaced with one connector roadway. Both the intersection with Elmwood Avenue and NYS Route 198 would be signalized. Removal of the existing NYS Route 198 westbound off ramp to Elmwood Avenue northbound would eliminate an existing vertical clearance “pinch point” over the Jesse Kregal Pathway.
- ❑ Elmwood Avenue Bridge: The NYSDOT is currently studying a separate project to replace the existing Elmwood Avenue bridge over NYS Route 198. If timing works out, that project could be integrated with the corridor project.
- ❑ Iroquois Drive: The exiting Lincoln Parkway bridge over the waters between Hoyt Lake and Mirror Lake would become a pedestrian only facility. A new roadway would connect NYS Route 198 (eastbound only) with Iroquois Drive at the site of the former ramps. A signal would be installed at the intersection of the connector roadway and Iroquois Drive (in front of the Albright Knox gallery). It would be possible to add a new pedestrian feature (plaza) around the statue of David in homage to the historic “West Bluff Concourse.”
- ❑ Stakeholders have asked for a direct connection between the Lincoln Parkway Bridge and the Jesse Kregal Pathway at Lincoln Parkway. The design team investigated several different ways to realize a grade separated crossing. A connection beneath the existing bridge would be both difficult to build and maintain and be cost prohibitive (estimated \$1 million cost).
- ❑ Existing Pedestrian Bridge: The design team considered lowering NYS Route 198 to allow installation of a new, ADA accessible bridge, however the cost of doing so was judged prohibitive given the following considerations. The structure itself is in good condition and warrants rehabilitation rather than replacement at this time. Though not in the park itself, there is an available ADA accessible route over the Elmwood Avenue bridge. Pending NYS Government approval, this feature is expected to be dedicated as the “9/11 Memorial Bridge” by 9/11/13. This would be accompanied by the creation of a small memorial at the bridge site. The selection of this site was made in part due to the visual prominence (twin spiral ramp towers) which would be eliminated with its removal.
- ❑ Delaware Avenue: Existing ramps, including the ramp connecting NYS Route 198 westbound with Nottingham Terrace, would be removed. Removal of the interchange would eliminate accidents associated with stop controlled ramps and congestion associated with the Nottingham ramp which occurs primarily during the evening peak hours. The existing ramps would be replaced with a single connector roadway between NYS Route 198 and Delaware Avenue (NYS Route 384). Both new intersections would be signalized.
- ❑ Curves introduced on NYS Route 198 west of the bridge over Delaware Avenue would more closely reflect the historical parkway design.
- ❑ There is the potential to create a storm water facility that mimics the shape of the former “East Bay” and to restore an old pathway alignment connecting to the McMillan Monument.

- ❑ A one to 2 foot lowering could be accomplished along NYS Route 198 between the Delaware Avenue bridge and Buffalo Parks Maintenance Facility. The ability to lower further is constrained by the adjacent Buffalo Police radio station, proximity to South Meadow Drive, access to the parks maintenance building, and snow drifting concerns.
- ❑ The Buffalo Parks Maintenance Building will remain. The removal and/or relocation of 8 parking spaces in front of the facility adjacent to NYS Route 198 would improve sight lines for vehicles approaching NYS Route 198. This would need to be done in cooperation with the City of Buffalo Department of Public Works, Parks, and Streets.
- ❑ Parkside Avenue: The existing signalized intersection would be retained at this location. The NYS Route 198 westbound auxiliary lane leading away from the intersection would be extended to balance lane utilization on the westbound approach, thus reducing peak hour congestion. This improvement would involve some right-of-way acquisition from Delaware Park.
- ❑ There is the potential to add a new access to and from Delaware Park to the west of Parkside Avenue.
- ❑ Consideration is being given to a triple-left configuration on Parkside Avenue. This feature would cut morning queue lengths in half. The “slip ramp” to westbound NYS Route 198 could potentially be removed, eliminating one pedestrian crossing. Few changes to intersection geometry and little additional pavement would be needed to create the triple left.
- ❑ Main Street & Kensington Avenue: The current concept would simplify the intersection eliminating the “triangle” formed at Main Street (NYS Route 5) and Kensington Avenue by constructing a new bridge for Kensington Avenue over NYS Route 198. Issues under investigation include the ability to meet design standards on NYS Route 198 beneath the proposed bridge, potential impacts to a pump station and subterranean drainage system, potential impacts to the adjacent retaining walls and their foundations, possible impacts to the NFTA subway, reduced weaving lengths at the Humboldt Parkway exchanges, and difficult truck turning movements. It is known that the proposed changes would not significantly improve capacity or operations. The potential benefits do not appear to outweigh the scope of civil engineering changes necessary or the significant cost of those changes. Other configurations including single point intersections and roundabouts have already been considered and dismissed for similar reasons.
- ❑ Travel Speed: Today, average operating speeds on NYS Route 198 are approximately 49 mph. The feasible build alternative in its current form is anticipated to result in average mid-block speeds of 44 mph. This would be a 10% reduction.
- ❑ Travel Time: While the addition of signals to the corridor would increase delay, it is estimated that on average the time it takes to get from one end of the corridor to the other (now 4 to 6 minutes) would generally increase by up to one minute during peak hour periods. Travel time would decrease slightly in the westbound direction (up to one minute) during the evening peak. This would result from the elimination of congestion generated the combination of geometry and traffic control at the westbound off ramp to Nottingham Terrace and Delaware Avenue.

- ❑ Diversion: As discussed at a previous meeting, significant volumes of vehicular traffic are not expected to divert from NYS Route 198 to the local street system (less than 15% on average). There are no convenient, parallel routes and NYS Route 198 provides necessary access to the regional network of arterials and interstates for nearby homes, businesses, and cultural institutions.
- ❑ Traffic Operations: Intersections under the feasible build alternative would operate near or at capacity during the morning and evening peak hour in the design year, 2040. Some individual movements would continue to suffer peak hour congestion and delay, however the vehicular system would function acceptably overall. Pedestrian crossing distances and times were taken into consideration as part of the analysis.

Stakeholder Comments on the Feasible Build Alternative (Alternative 2):

- ❑ Consider a roundabout at the new intersection on Iroquois Drive.
- ❑ Consider the construction of a tunnel beneath NYS Route 198 near the site of the existing pedestrian overpass.
- ❑ Consider how Buffalo State's peak traffic periods may affect traffic on Grant Street and along the connectors to NYS Route 198.
- ❑ The improvements along Parkside Avenue appear to facilitate the movement of traffic. Will we be encouraging more traffic to use this intersection?
- ❑ Proposed lighting should be installed within the new median wherever possible.
- ❑ Can the proposed right-in, right-out driveway from Delaware Park near Parkside be converted to right-in only? This would prevent frustrated drivers on Parkside Avenue (during the morning peak) from using the parking lot and driveway as an alternate route to access NYS Route 198 westbound. It would also eliminate an access point in the middle of the proposed (extended) auxiliary lane.
- ❑ Can the proposed right-in, right-out driveway be located or redesigned to reflect the missing fourth quadrant of Agassiz Circle?
- ❑ Investigate the potential impacts of reducing or eliminating some access at the Main Street and Kensington Avenue intersections with the Humboldt Parkway to improve operations and safety at the "triangle."
- ❑ Would the proposed improvements at the Main Street and Kensington Avenue intersections with the Humboldt Parkway result in an air quality improvement near the Catholic Health (Sister's Hospital) campus? Not likely, but air quality will be studied as the Department develops the Environmental Impact Statement.
- ❑ A preference was stated for sidewalks and pathways with separation from the roadway.

- ❑ Consider improving pedestrian safety by adding refuges at large intersections wherever possible.
- ❑ Consider other ways (narrower lanes, 40 mph speed limit) to reduce projected speeds.

Next Steps:

- ❑ Revise the concept for the feasible build alternative based on comments received at this meeting.
- ❑ Complete traffic analyses for the feasible build alternative.
- ❑ Address NYSDOT Main Office and FHWA comments on Draft Chapter 2 of the Environmental Impact Statement when available.
- ❑ Meet again with the Olmsted Parks Board and other interested groups regarding the feasible design alternative.
- ❑ Continue environmental studies.
- ❑ Continue the development of conceptual landscape, streetscape, and gateway features for the corridor.
- ❑ Develop Draft Chapters 3 (Alternatives) and 4 (Environmental) of the Environmental Impact Statement

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Buffalo Complete Streets Coalition and Bike / Ped Advisory Group Representatives
Friday, March 16, 2012 @ 10:00 AM
City Hall, Room 502, Buffalo, NY

In Attendance:

Dave Hill	NYSDOT Region 5
Peter Hart	NYSDOT Region 5
Chris Church	NYSDOT Region 5
Mark McAnany	Bergmann Associates
Eric Schmarder	City of Buffalo – DPW
Gary Witulski	City of Buffalo
Justin Booth	Complete Streets Coalition
Alan Oberst	Complete Streets Coalition
Leslie	Green Options Buffalo
Mark Mistretta	Buffalo Green Fund
Evelyn Vossler	Black Rock-Riverside
	Good Neighbors Planning Alliance
Amy Weymouth	GBNRTC
Jessie Gouck	
Barbara Rowe	Vision Niagara
Aliesa Adelman	Wendel

Summary

This meeting was held to present the status of the project development and share an updated concept for the feasible build alternative (Alternative 2) under consideration. A PowerPoint presentation and rendered plan view graphics were used at the meeting.

Project Status Update:

- ❑ While the detailed design and construction phases remain unfunded at this time, the Department is moving forward with the development of the preliminary design and Environmental Impact Statement. Having a completed Environmental Impact Statement and Record of Decision at the end of this process will help with securing future funding.
- ❑ The design team continues to target summer 2012 for the selection of a preferred alternative. Overall, the project remains on target for completion of the Environmental Impact Statement near the close of 2013.

Description of the Feasible Build Alternative (Alternative 2):

- ❑ As described in the purpose and need statement, the intent is to convert NYS Route 198 to a “non-expressway” facility. The feasible build alternative would change the existing facility into a median divided arterial and provide:
 - An improved driver, bicyclist, and pedestrian experience
 - Improved pedestrian connectivity
 - Enhanced safety
 - A better match between the roadway’s design and operating speeds
- ❑ NYS Route 198 Viaduct: The design team is beginning to give thought to the development of appropriate gateway features that will draw motorist attention to the change from an expressway environment to an urban arterial. These would be located on approach to the proposed Grant Street connector intersection.
- ❑ Grant Street: Existing ramps would be removed and replaced with two connector roadways. Both the intersections with Grant Street and NYS Route 198 would be signalized. A proposed addition to the Jesse Kregal Pathway would pass beneath the proposed westbound connector roadway where it crosses over Scajagada Creek.
- ❑ Buffalo State College: A new pedestrian bridge would cross over NYS Route 198 linking a central campus walkway with the Jesse Kregal Pathway. This connection would facilitate future access to Wegmans and/or the Amherst Street corridor.
- ❑ Elmwood Avenue: Existing ramps would be removed and replaced with one connector roadway. Both the intersection with Elmwood Avenue and NYS Route 198 would be signalized. Removal of the existing NYS Route 198 westbound off ramp would eliminate an existing vertical clearance “pinch point” over the Jesse Kregal Pathway.
- ❑ Elmwood Avenue Bridge: The NYSDOT is currently studying a separate project to replace the existing Elmwood Avenue bridge over NYS Route 198. If timing works out, that project could be integrated with the corridor project.
- ❑ Iroquois Drive: The exiting Lincoln Parkway bridge over the waters between Hoyt Lake and Mirror Lake would become a pedestrian only facility. A new roadway would connect NYS Route 198 (eastbound only) with Iroquois Drive at the site of the former ramps. A signal would be installed at the intersection of the connector roadway and Iroquois Drive (in front of the Albright Knox gallery). It would be possible to add a new pedestrian feature (plaza) around the statue of David in homage to the historic “West Bluff Concourse.”
- ❑ Stakeholders have asked for a direct connection between the Lincoln Parkway Bridge and the Jesse Kregal Pathway at Lincoln Parkway. The design team investigated several different ways to achieve a grade separated crossing. A connection beneath the existing bridge would be both difficult to build and cost prohibitive (estimated \$1 million cost) and difficult to maintain.

- ❑ Existing Pedestrian Bridge: The design team considered lowering NYS Route 198 to allow installation of a new, ADA accessible bridge, however the cost of doing so was judged prohibitive given the following considerations. The structure itself is in good condition and warrants rehabilitation rather than replacement at this time. Though not in the park itself, there is an available ADA accessible route over the Elmwood Avenue bridge. Pending NYS Government approval, this feature is expected to be dedicated as the “9/11 Memorial Bridge” by 9/11/13. This would be accompanied by the creation of a small memorial at the bridge site. The selection of this site was made in part due to the visual prominence (twin spiral ramp towers) which would be eliminated with its removal.
- ❑ Delaware Avenue: Existing ramps, including the ramp connecting NYS Route 198 westbound with Nottingham Terrace, would be removed. Removal of the interchange would eliminate accidents associated with stop controlled ramps and congestion associated with the Nottingham ramp during the evening peak hours. The existing ramps would be replaced with a single connector roadway between NYS Route 198 and Delaware Avenue (NYS Route 384). Both new intersections would be signalized.
- ❑ Curves introduced on NYS Route 198 west of the bridge over Delaware Avenue would more closely reflect the historical parkway design.
- ❑ There is the potential to create a storm water facility that mimics the shape of the former “East Bay” and to restore an old pathway alignment connecting to the McMillan Monument.
- ❑ A one to 2 foot lowering could be accomplished along NYS Route 198 between the Delaware Avenue bridge and Buffalo Parks Maintenance Facility. The ability to lower further is constrained by the adjacent Buffalo Police radio station, proximity to South Meadow Drive, and access to the parks maintenance building.
- ❑ The Buffalo Parks Maintenance Building will remain. The removal and/or relocation of 8 parking spaces in front of the facility adjacent to NYS Route 198 would improve sight lines for vehicles approaching NYS Route 198. This would need to be done in cooperation with the Buffalo Parks Commission.
- ❑ Parkside Avenue: The existing signalized intersection would be retained at this location. The westbound auxiliary lane leading away from the intersection would be extended to improve overall traffic flow.
- ❑ There is the potential to add a new access to and from Delaware Park to the west of Parkside Avenue.
- ❑ Consideration is being given to a triple-left configuration on Parkside Avenue. This feature would cut morning queue lengths in half. The “slip ramp” to westbound NYS Route 198 could potentially be removed, eliminating one pedestrian crossing. Few changes to intersection geometry and little additional pavement would be needed to create the triple left.
- ❑ Main Street & Kensington Avenue: The current concept would simplify the intersection eliminating the “triangle” formed at Main Street (NYS Route 5) and Kensington Avenue by constructing a new bridge for Kensington Avenue over NYS Route 198. Issues

under investigation include the ability to meet design standards on NYS Route 198 beneath the proposed bridge, potential impacts to a pump station and subterranean drainage system, potential impacts to the adjacent retaining walls and their foundations, possible impacts to the NFTA subway, reduced weaving lengths at the Humboldt Parkway exchanges, and difficult truck turning movements. It is known that the proposed changes would not significantly improve capacity or operations. The potential benefits do not appear to outweigh the scope of civil engineering changes necessary or the significant cost of those changes. Other configurations including single point intersections and roundabouts have already been considered and dismissed for similar reasons.

- ❑ **Travel Speed:** Today, average operating speeds on NYS Route 198 are approximately 49 mph. The feasible build alternative in its current form is anticipated to result in average mid-block speeds of 44 mph. This would be a 10% reduction.
- ❑ **Travel Time:** While the addition of signals to the corridor would increase delay, it is estimated that on average the time it takes to get from one end of the corridor to the other (now 4 to 6 minutes) would increase by up to one minute during the peak hour.
- ❑ **Diversion:** As discussed at a previous meeting, significant volumes of vehicular traffic are not expected to divert from NYS Route 198 to the local street system. There are no convenient, parallel routes and NYS Route 198 provides necessary access to the regional network of arterials and interstates for nearby homes, businesses, and cultural institutions.
- ❑ **Traffic Operations:** Intersections under the feasible build alternative would operate near or at capacity during the morning and evening peak hour in the design year, 2040. Some individual movements would continue to suffer peak hour congestion and delay, however the vehicular system would function acceptably overall. Pedestrian crossing distances and times were taken into consideration as part of the analysis.

Comments:

A productive exchange of ideas and comments occurred throughout the meeting with the following items of discussion noted:

- It was noted that the Grant Street corridor is on the GBNRTC 2008 Bike/Ped Master Plan. NY198 project related improvements to Grant Street should also tie into and incorporate any planned enhancements that improve bicycle and pedestrian mobility along the corridor.
- The existing NY198 is posted at 50 mph. General consensus by attendees is that a lowered posted speed limit is preferred. The project design does attempt to improve safety and reduce anticipated travel speeds along the corridor. However, corridor land use constraints (Scajaquada Creek, Delaware Park, Forest Lawn Cemetery, etc.) prevent any significant geometric alignment modifications that could further reduce speeds. A possible 40 mph posted speed limit is being investigated but studies to date indicate 45 mph is more representative of future driver behaviors along this corridor. It was noted that a greatly reduced speed limit cannot be arbitrarily assigned if actual

operating speeds are expected to be much higher as safety and liability issues must be accounted for. More analysis and discussion is needed on the issue and it will be further investigated moving forward.

- Bike path connections and crossings from Nottingham Terrace and across Elmwood Avenue should be an important consideration. These connections will be factored into the future project design and connectivity analysis.
- It was noted that there is a project being let to introduce a multi-use path along the west side of Elmwood Avenue from Iroquois to Forest. The City provided the NYSDOT a set of the project plans to be copied and returned. The design team will incorporate these improvements into the overall project design and connectivity analysis.
- Justin Booth was invited to be a Stakeholder Group Representative for the Complete Streets Coalition /Buffalo Bike & Ped Advisory Board for the NY198 corridor project.
- Discussion that the proposed Delaware Avenue interchange conversion to signalized intersection(s) will likely lead to an increase in the traffic on Nottingham Terrace for those drivers coming from the north and east of Delaware/Nottingham seeking to go westbound on NY198. These changes in traffic patterns are noted and are reflected in the traffic modeling analysis.
- A request was made to see if the usable sidewalk width could be increased across the recently reconstructed NY198 bridge over Delaware Avenue. No major geometric or structural changes will be made to this historic bridge. However it may be possible to gain some additional sidewalk width by incorporating narrower traffic barriers or narrower travel lanes across the bridge. This possibility will be assessed during detailed design.
- Is there room for a sidewalk along the east side of Delaware Avenue from the new southern intersection north to Nottingham Terrace? The preliminary plans currently don't show one. This possibility will be evaluated.
- It was noted that flooding occurs in the eastbound left hand travel lane of NY198 along the Delaware Park frontage, between the Delaware northbound on-ramp and the maintenance garage. A large pool forms and vehicles hit the puddle and splash all the way onto windshields of oncoming westbound cars. This was noted as being an ongoing issue for the past several years after heavy rains. Dave Hill will bring this situation to the attention of the NYSDOT Maintenance group to see if drainage system cleaning or repairs are needed.
- Brian Dold asked us what the maximum vertical grade is that can be used on a roadway of this kind. Subsequent to the meeting, it was confirmed that a maximum grade of 7 % - 8% can be considered for a "rolling" principal arterial roadway, dependent on the posted speed limit / design speed limit that is being applied. However, it was noted at the meeting that the fixed elevations of abutting land uses and bridges to remain along the NY198 corridor will prevent the introduction of significant grade changes from what exist today. Profile adjustments will be considered wherever feasible, if deemed beneficial, as the design process evolves.

- General agreement at the meeting that the design should strive to maximize the distance from the proposed future Delaware intersection to the parks' existing restroom facility, and minimize the overall size of the intersection to the extent possible. However, only subtle changes from what is currently depicted are expected to be feasible. This will be further evaluated as the design process evolves.
- A question was raised as to how to handle sheet flow runoff within the Delaware park parking lot near Parkside Avenue. In addition to closed drainage system opportunities, permeable pavement and rain gardens were discussed as alternative measures for consideration.
- Meeting attendees noted that the Mayor recently approved funding for a traffic calming study for all of Parkside Avenue. The NY198 project design will certainly seek to incorporate and complement any feasible recommendations that are identified. The City will need to share the study results with the NYSDOT when they are available.
- Triple left turns were noted as an operational and safety concern of Chris Church, NYSDOT. More review and discussion on the topic will be conducted at later date in determining the viability or real need to establish triple lefts at Parkside Avenue.
- Incorporation of interpretive displays at Agassiz Circle were suggested. This idea will be discussed with the Olmsted Conservancy and can be a final design detail if deemed appropriate.
- Parallel parking on NY 198 along the Delaware Park meadow was suggested, either as a separate lane or using the right hand travel lane during off peak travel times. More discussion will be necessary with Olmsted Conservancy, as well evaluation with the NYSDOT Traffic and Safety Unit to determine the feasibility and need.
- Justin Booth asked for PDF copy of the rendered plan view displays of feasible Alternative 2. These will likely be made available in the near future and also posted to the project web site.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Buffalo Olmsted Parks Board Meeting
Monday, March 26, 2012 @ 1:00 PM
Delaware Park Marcy Casino, Buffalo, NY

In Attendance:

NAME	REPRESENTING
Frank Billittier	NYSDOT R5 Design
Dave Hill	NYSDOT R5 Design
Mark McAnany	Bergmann Associates
Mike Croce	Bergmann Associates
Thomas Herrera-Mishler	Buffalo Olmsted Parks Conservancy
Brian Dold	Buffalo Olmsted Parks Conservancy
Greg Robinson	Buffalo Olmsted Parks Conservancy
Tony James	Buffalo Olmsted Parks Conservancy
Otis Glover	Buffalo Olmsted Parks Conservancy
Gary Mucci	Buffalo Olmsted Parks Conservancy
Kevin Hanna	Buffalo Olmsted Parks Conservancy
Ruth Lampe	Parkside Comm. Assoc.
Frank Kowsky	DRC
Andrea Schillaci	DRC
Steve Ricca	LRPC
Andy Rabb	COB-DPW/DRC
Judy Dean	LRPC
Ann Harding-Joyce	LRPC
Dean Gowen	DWG Planning & Design
Kevin Hanna	Buffalo Olmsted Parks Conservancy

Summary

This was a joint meeting of the Design Review Committee and Long Range Planning Committee of the Buffalo Olmsted Parks Conservancy Executive Board. The purpose was to review rendered plan view graphics of the feasible build alternative, Alternative 2, presented by the NYSDOT at a recent NYS Route 198 (Scajaquada Corridor) Stakeholder Meeting (2/15/12). Members of the Olmsted Parks Conservancy offered draft comments on the Alternative using a Microsoft PowerPoint presentation.

Introductions were followed by a brief review of Alternative 2 by Mark McAnany using the rendered plans. Brian Dold presented the Olmsted Board's draft comments on and suggestions for Alternative 2 using a Microsoft PowerPoint presentation. The following are items from the draft BOPC comments presented at the meeting:

- Utilize practical features that have realistic maintenance and operation requirements while emphasizing historic quality and character.
- Restoration of historic grades: In areas where ramps would be removed, the BOPC would like to see the landscape returned as closely as possible to its historic grade and character.
- Restoration of historic alignments: For example, while the curvature introduced to the west of Delaware Avenue resembles the historic alignment, the BOPC would like to see additional curvature that more fully matches the historic condition.
- The shape of water quality features should reflect historic features (e.g. shorelines) wherever possible.
- Alternative bicycle routes (paths, bike lanes, etc.) that encourage bicycle traffic to bypass the Jesse Kregal Pathway adjacent to the Erie County Historical Society building and the Japanese Gardens. The path was characterized as a "victim of its own popularity" in this area, leading to conflicts between slower (passive) pedestrians and faster (active) bicyclists. The construction of a new pedestrian bridge over Scajaquada Creek just west of Mirror Lake in conjunction with a bicycle facility along NYS Route 198 westbound on the bridge over Scajaquada Creek was suggested by the BOPC as one possibility. Other path alignments around Mirror Lake were also shown.
- Pedestrian connectivity beneath the Elmwood Avenue bridge in conjunction with the removal of ramps and auxiliary lanes.
- Reduction of travel speeds on NYS Route 198 at all times of the day through the inclusion of streetscape and traffic calming elements along the corridor. For example, the BOPC maintains standards for lighting along Olmsted "parkways." The selected design speed (40 to 50 mph under consideration) and anticipated operating speeds (currently targeting 40 to 45 mph) are of concern to the BOPC.
- Consideration of westbound, on-street, parallel parking adjacent to Delaware Park and South Meadow Drive, in conjunction with the elimination or narrowing of the proposed green median.

- A replacement Elmwood Avenue bridge over NYS Route 198 that is more attractive than the current structure and evokes the design of the original Elmwood Avenue bridge.
- Move the proposed “Iroquois Connector” on to the Three Tribes (Lincoln Parkway South) Bridge. This could be done in conjunction with reducing pavement width on Lincoln Parkway and the construction of a modern roundabout at the intersection of Lincoln Parkway and Iroquois Drive. The feasibility of making this change, while retaining the existing bridge, and connecting to NYS Route 198 with adequate sight distance would need to be studied further. The existing Three Tribes Bridge is owned and maintained by the City of Buffalo.
- Lowering NYS Route 198 west of Delaware Avenue and the existing tennis courts to allow for the future construction of a new pedestrian overpass.
- Relocation of NYS Route 198 farther away from the existing Comfort Station (Bath House) than it is currently shown in the Alternative 2 plans. At the meeting, the BOPC indicated it considers the existing Comfort Station has historic value and its location is a good fit for park activities.
- Pedestrian access to Forest Lawn Cemetery at Delaware Avenue. The BOPC suggested that the Forest Lawn Group has asked about this. In the past, the Forest Lawn Group indicated preference for no new access to the design team.
- Minimization of the green median concept (width) adjacent to Delaware Park to maintain the “park buffer” along both sides of NYS Route 198.
- Improved physical connectivity between the Buffalo Parks Maintenance Facility and Delaware Park. Maintenance equipment, including large mowers need to get from one side of NYS Route 198 to the other. These movements were characterized as heavy during the morning (7 a.m.) and evening (3 p.m.) peak periods. Currently this equipment is brought up to Meadowview Place. Ideas discussed included:
 - Formal access to Meadowview Place
 - Alternative entrance and exit configurations at NYS Route 198
 - An actuated signal to allow access to NYS Route 198 eastbound only
 - An actuated signal to allow a crossing of NYS Route 198
 - Tunnel beneath NYS Route 198
 - New bridge over NYS Route 198 just west of Parkside Avenue in conjunction with a lowered Parkside Avenue intersection (see below)
- Lower the NYS Route 198 and Parkside Avenue intersection (+/- 15 ft). The intent was to separate pedestrian movements from vehicular traffic and hide the intersection from view of the park. Substantial infrastructure investments in retaining walls and pump stations would be required to realize this modification.

- Landscaping that evokes the form of Agassiz Circle
- Consider alternative alignments and locations for entrance to and exit from Delaware Park on NYS Route 198 west of Parkside Avenue.

Closing Comments:

The City of Buffalo representative noted that they have not, as of yet, endorsed the additional paths, water quality features, and green median treatments for construction or maintenance.

The City of Buffalo indicated they have no plans for projects to improve the intersection of Main Street and Kensington Avenue. Previous information suggested that a milling, resurfacing, and landscape enhancement project was being considered for Main Street south of NYS Route 198.

The NYSDOT asked the BOPC for a written determination as to whether the existing Comfort Station (Bath House) must remain or if a new facility at a different location would be preferred.

Next Steps:

The BPOC indicated that formal comments and a copy of the presentation would be provided the NYSDOT and design team in the near future.

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Best regards,

BERGMANN ASSOCIATES



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Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

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Monday, March 26, 2012 @ 1:00 PM
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Dave Hill	NYSDOT R5 Design
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BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Stakeholder Group Meeting #7
Thursday, March 21, 2013 @ 3:00 PM
Delaware Park Marcy Casino, Buffalo, NY

Summary

The purpose of this meeting was to update the Stakeholder Group on the status of the project and share an updated concept for a revised feasible build alternative (Alternative 2A). Graphics illustrating Alternative 2A were shared along with a 3D animated model. The meeting concluded with a question and answer period.

Approximately 50-60 persons attended this meeting. In addition to the assigned stakeholders and agency representatives, several individuals from the general public and local advocacy groups were also in attendance. The following graphics and video clips related to the meeting content will also be posted on the NYSDOT Project Website for viewing by the Stakeholders and general public:

- Photo-simulations
- Overview Plans (Alternative 2A)
- Updated Purpose and Need Statement
- Animation of the proposed roundabout on Iroquois Drive near the Art Museum
- Animation of the Parkside Avenue – NYS Route 198 traffic signal
- Animation of the Grant Street – NYS Route 198 intersections
- Animation of the Elmwood Avenue – NYS Route 198 traffic signal
- Animation of the Delaware Avenue – NYS Route 198 intersection

Project Status:

- ❑ The Purpose and Need Statement has been updated. This document, along with the Range of Alternatives and Methodologies has been reviewed by the Federal Highway Administration (FHWA) and their comments are currently being addressed.
- ❑ The project design team has developed a pre-draft of the Design Report/Environmental Impact Statement. The full document will be shared with the public after NYSDOT, FHWA, and other required agency reviews have occurred.
- ❑ Several comment letters are on record including those received from the following groups. Written comments from other project stakeholders are welcome.
 - The Olmsted Parks Conservancy
 - Parkside Community Association
 - Bicycle and Pedestrian Advisory Board

- Western New York Environmental Alliance
 - City of Buffalo Councilmember Michael LoCurto
- A Record of Decision on the project and a preferred alternative are expected by the close of 2014.
 - Final design and construction funding have not yet been identified for the project. Community support and consensus on a preferred alternative remain critical to obtaining funding and realization of a transformative project. We encourage comments pertaining to the proposed draft preferred Alternative 2A, with specific suggestions to improve the project both in relation to the needs of your organization as well as for all users and stakeholders.

Feasible Alternatives:

- A total of nine (9) alternatives were initially considered, including the no-build (maintenance alternative) and an alternative that would seek to bring NYS Route 198 into conformance with existing expressway (freeway) design standards (Alternative 1A). All alternatives were screened against the Purpose and Need. Two feasible alternatives remain under consideration:

- ***Alternative 2: Four-lane median divided boulevard with signals, 45 mph speed limit***

This alternative would transform NYS Route 198 from an urban expressway into an urban arterial between the I-190 and NYS Route 33 ramps. The design speed would be 50 mph. The posted speed limit would be 45 mph. Interchange ramps at Grant Street, Elmwood Avenue, and Delaware Avenue would be replaced with connector roadways and signalized intersections on NYS Route 198. The new arterial would feature two 12 ft wide travel lanes in each direction with 2 ft curb offsets. Both the outside and inside edges of the new roadway would be curbed. The median would be raised, landscaped, and include lighting and guiderail. Pavement, drainage systems, signing, and marking would also be improved or replaced to address existing deficiencies. The alternative would include landscape, streetscape, and other enhancement features to bring the facility in greater harmony with the surrounding community character and natural environment.

- ***Alternative 2A: Four-lane median divided boulevard with signals, 40 mph speed limit, and reduced lane widths***

This alternative would be similar to Alternative 2, but instead utilize a design speed of 45 mph and a posted speed limit of 40 mph in response to stakeholder requests for a lower speed limit. To support this change and in the spirit of the FHWA publication Flexibility in Highway Design, travel lane widths would be reduced from 12 ft to 11 ft and curb offsets would be reduced from 2 ft to 1 ft.

- Travel time increases across the corridor would be limited to 1 minute or less, even with the introduction of traffic signals and a lower speed limit. Westbound evening peak hour travel times would actually improve by 1 minute given the elimination of congestion associated with the ramp to Nottingham Terrace and Delaware Avenue.

- ❑ In assessing “complete streets” features and possibilities, the design team recommends an overall narrowed roadway pavement width solution, incorporating narrower travel lanes and curb offsets to induce lower speeds, while also improving connectivity and functionality of the parallel corridor trail system. Bike lanes were evaluated and are not recommended as they will greatly increase the overall pavement width and parkland impacts while also physically promoting increased vehicular speeds along the corridor.
- ❑ It is anticipated that a low profile barrier (20 inches high) application would be used along the median of NYS Route 198. It would likely be colored and textured to replicate the stone look of the existing bridge over Delaware Avenue.
- ❑ Water quality in Scajaquada Creek would be improved. Impervious areas (pavement) along mainline NYS Route 198 would be reduced by 20%. A water quality treatment area would be incorporated between the proposed Elmwood Avenue Connector, Elmwood Avenue, NYS Route 198, and Scajaquada Creek. There are other opportunities for linear water quality treatment features along the corridor, particularly at its western end.
- ❑ Speed transition zones would be instituted between I-190 and Grant Street and NYS Route 33 and Main Street. Overhead (expressway style) guide signs would be removed between Grant Street and Parkside Avenue.
- ❑ New lighting along NYS Route 198 would be primarily installed within the raised median and match the City of Buffalo approved style for larger Olmsted parkways. Pedestrian scale lighting would also be used in specific locations, including the proposed pedestrian space on the existing Lincoln Parkway bridge over Scajaquada Creek.
- ❑ Landscaping and gateway features would be incorporated to enhance the aesthetics of the project area and place NYS Route 198 in greater visual harmony with its surroundings.
- ❑ New signalized pedestrian crossings of NYS Route 198 with refuge islands would be installed at Elmwood Avenue, Delaware Avenue, and Parkside Avenue. A new pedestrian bridge could link Buffalo State College with the Jesse Kregal Pathway and the adjacent Grant-Amherst Neighborhood.
- ❑ New shared use path connections would allow pedestrians and bicyclists to travel from the project’s western limit to Parkside Avenue on a separate, parallel facility. Experienced bicyclists would still be able to use NYS Route 198 between Grant Street and Parkside Avenue although a designated bike lane will not be constructed due to space limitations and the competing goal of lowering speeds along the corridor.
- ❑ Today NYS Route 198 passes through Delaware Park but does not have a continuous dedicated right-of-way. A transfer of parkland would be necessary to formally establish highway boundaries for the improved arterial. The 4(f) and 6(f) park land conversion processes will be important parts of the project approval effort moving forward.

Key Points from the Q & A:

- ❑ A modern roundabout would not have adequate capacity to handle the anticipated traffic demand throughout the project design year (2040) at the Parkside Avenue intersection. Furthermore, traffic would not divert in significant amounts to alternative routes, increasing congestion and safety issues that already exist in this area.
- ❑ No feasible major build alternative has been identified for the Main Street (NYS Route 5) and Kensington Avenue “triangle” that would significantly improve operations and safety without significant property impacts and construction cost. Even with significant impacts and costs incurred, the measure of increased operational benefits achieved would be fairly low. Moving forward, more localized intersection improvements are still being evaluated in an ongoing attempt to improve safety and operations at this location. The results of these potential solutions will be provided once available.
- ❑ No improvement at the Main Street (NYS Route 5) and Kensington Avenue “triangle” would encourage any meaningful amount of traffic to abandon Parkside Avenue and use this location as an access point to NYS Route 198. Main Street is already a highly utilized corridor.
- ❑ The proposed intersections along NYS Route 198 have been designed to accommodate the design vehicle – a full size tractor trailer. That is necessary to support the viability of adjacent commercial businesses and cultural institutions that rely on truck deliveries.
- ❑ The Environmental Impact Statement will contain a Smart Growth Analysis as required by New York State law.
- ❑ A request was made that consideration be given to elimination of the yield controlled connector roadway between Nottingham Terrace at Lincoln Parkway and NYS Route 198 westbound.
- ❑ The proposed connector between NYS Route 198 eastbound and Iroquois Drive cannot be eliminated as it is necessary to keep some traffic off the proposed Elmwood Avenue Connector or it will not function acceptably.
- ❑ A 30 or 35 mile per hour posted speed limit is not a realistic expectation for NYS Route 198. The speed differential that would occur between the small percentage of motorists obeying the posted limit and those traveling at a comfortable speed (expected to be 40-44 mph under Alternative 2A) would degrade safety for all users along the corridor.

Next Steps:

- ❑ Issue a project newsletter
- ❑ Continue the development of the Draft Design Report / Environmental Impact Statement
- ❑ Conduct NYSDOT and Agency reviews of the Draft Design Report / Environmental Impact Statement
- ❑ Continue ongoing environmental analyses including noise and cultural resource studies

- ❑ Continue the 6(f) conversion process for the coordination of parkland transfer
- ❑ Hold a public information meeting

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, P.E.
Project Manager

cc: Tim Bender, NYSDOT Consultant Management Bureau
Frank Billittier, NYSDOT Region 5
Dave Hill, NYSDOT Region 5
All in Attendance, BA Project 6861 file



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Subject: Main St. / Kensington Alternative Assessment Review
Location: Parkside Community Association Office
Date: Tuesday, April 23, 2013
Time: 3:00 PM to 5:15 PM

This meeting was held to present a summary overview of the various alternative solutions that had been assessed in seeking feasible and prudent improvements at the Main Street, Kensington Avenue and NYS198 / Humboldt Parkway intersection(s), aka the "Terrible Triangle"....

In support of this discussion, Mark McAnany provided a summary matrix handout that detailed a range of alternatives considered at this location, their anticipated benefits and drawbacks/fatal flaws and rough order of magnitude costs. A PowerPoint presentation with handouts was also utilized that provided context and issues associated with the subject location and also depicted plan view design concepts of each of the alternatives tested.

The alternatives tested ranged in scope and scale from approximately \$1 million+/- for localized improvements to \$35 million +/- for a major reconfiguration concept. The specific ideas included:

A. Retain Existing Configuration (localized enhancements)	\$1 million +/-
B. Remove Kensington Avenue Bridge	\$2 million +/-
C. New Kensington Avenue Bridge	\$16 million +/-
D. NYS198 At-Grade with Modern Roundabout	\$18 million +/-
E. NYS198 Below Grade with Modern Roundabout	\$33 million +/-
F. Single Point Intersection, Allowing Through Movements	\$26 million +/-
G. Single Point Intersection, Restricting Through Movements	\$26 million +/-
H. Single Point Intersection, Including NB Kensington Movement	\$29 million +/-
I. Indirect Left Turns (Humboldt) with New Bridges	\$26 million +/-
J. Diverging Diamond	\$35 million +/-

As discussed at the meeting, the results found Alternatives B through J to be either fatally flawed, having excessive impacts or providing insufficient operational benefits to justify their high costs and associated impacts. As such, the NYS198 project will move forward with the expectation that more modest, localized improvements will be made at the Main and Kensington location, although all new ideas will be tested if additional ideas are identified.

In addition to the alternatives presented, discussion was held concerning a very recent concept that has been identified that would provide for a realigned southern intersection configuration, possibly eliminating a troublesome conflict point and island crossing within the intersection. This concept has not been detailed as of yet and is still being investigated. This modification holds promise as potentially providing some safety and operational benefits and will certainly be investigated further. All in attendance were in support of investigating and implementing this improvement if determined to be feasible. The results of the upcoming investigations will be shared with this group once finalized.

Discussion also occurred concerning evaluations conducted to date and the resulting improvements targeted for the Parkside intersection in conjunction with the NYS198 project. Roundabout intersection treatments had been investigated at this location but determined not to be feasible – fatally flawed – as they did not have anywhere near sufficient capacity to process the traffic that will continue to utilize this route in the future, factoring in all expected diversion of traffic and future travel/transit pattern trends.

The proposed feasible alternative(s) for the NYS198 project would retain a signalized intersection at Parkside with several modifications incorporated. The proposed modifications incorporate modest changes to enhance safety and operational efficiencies; plus an anticipated 10 MPH reduction in posted and operating speeds. Changes include narrowed lane widths (resulting in an overall reduction of 10 feet in pedestrian crossing distances across the NYS198), expanded pedestrian refuge islands within the intersection, gateway signing and a new park entrance off of NYS198.

Following this meeting, additional relevant information pertaining to the Parkside intersection analysis and preliminary design was forwarded on to the Parkside Community Association. The PCA will review this information and the details of the currently proposed improvements at Parkside and provide a list of comments and questions to the NYSDOT for consideration. A follow up meeting can be held if necessary to discuss any additional thoughts pertaining to the future Parkside Avenue approach and intersection with the NYS198. The intersection can be modified further in response to any proposed modifications the City may elect to make to Parkside in the future.

Next Steps:

1. Bergmann and NYSDOT will continue to evaluate the feasibility and benefits of the realigned southern intersection concept at Main and Kensington. A plan view layout and Synchro traffic analysis will be prepared in determining the expected benefits and operational issues associated with these modifications. Follow up information will be provided concerning this idea once available.
2. PCA will review the preliminary design for the Parkside intersection with NYS198 and provide a list of questions and comments. If needed, a follow up meeting will be held to further discuss potential improvements at this location.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, of any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, PE
Project Manager



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Subject: Review of Draft Preferred Alternative 2A
Location: Albright-Knox Art Gallery
Date: Wednesday, July 10, 2013
Time: 1:00 PM to 2:30 PM

Bryan Gawronski	Albright-Knox Art Gallery
Jennifer Bayles	Albright-Knox Art Gallery
Maria Scully-Morreale	Albright-Knox Art Gallery
Kenneth Walker	Albright-Knox Art Gallery
Dave Hill	NYSDOT Region 5
Mark McAnany	Bergmann Associates

This meeting was held to present a summary overview of the various alternative solutions that had been considered for the corridor and also review in detail the features of Draft Preferred Alternative 2A. In support of this discussion, Mark McAnany provided each attendee a set of plan view renderings of Alternative 2A and the associated set of photo-sim “existing” and “proposed” comparison images, a copy of the *Purpose and Need Statement*, and conceptual renderings of the proposed roundabout on Iroquois Drive, positioned along the north side of the Albright-Knox Art Gallery.

An hour and a half information exchange occurred in answering any questions the art gallery representatives had concerning the project. The gallery representatives in attendance considered Alternative 2A to be a significant improvement over existing conditions, improving safety and beautifying the corridor while also providing the necessary accessibility to and from their facility. They uniformly were in support of the roundabout on Iroquois Drive and agreed that it had the potential to be a significant gateway feature to the art gallery.

Art gallery representatives were encouraged to provide any follow-up questions or comments they may have concerning the project and the details associated with Alternative 2A. They were also asked to submit their comments or opinions in writing so the gallery’s viewpoint and ideas/concerns are part of the official record.

The project website was identified as a helpful source of information for art gallery officials in seeking additional information. <https://www.dot.ny.gov/scajaquadacorridor/outreach>

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, of any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

Mark J. McAnany, PE
Project Manager



MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor
I-190 to NYS Route 33
P.I.N. 5470.22

Subject: Public Meeting
Location: Bulger Communications Center, Buffalo State College
Date: Wednesday, April 9, 2014
Time: 5:00 PM to 8:00 PM

This meeting was held in conjunction with Assemblyman Sean Ryan. It was the latest in a series of public meetings to discuss a proposed project to transform NYS Route 198, the Scajaquada Expressway, from an urban expressway to a lower speed urban boulevard. The purpose was to summarize the history of the project, review input received from the public and stakeholders to date, describe a vision for the corridor's future, and to obtain additional input.

The meeting began with an open house at 5:00 PM where members of the public were invited to review informational displays regarding the project and to ask questions of New York State Department of Transportation (NYSDOT) staff one-on-one. The event then transitioned to a formal meeting administered by Assemblyman Sean Ryan.

A short PowerPoint presentation on the proposed four-lane boulevard alternative was given by NYSDOT staff. The presentation covered the following agenda items:

- I. Welcome
- II. Project History and Input to Date
- III. Vision for the Corridor
- IV. Next Steps
- V. Questions and Answers

Graphics and handouts made available at the meeting can be found on the world wide web at <https://www.dot.ny.gov/scajaquadacorridor/> (Community Outreach tab). The following text summarizes discussions that took place during the question and answer period.

Comment: The project should include features that will enhance water quality in Scajaquada Creek. More pedestrian and bicyclist amenities are welcome. Aesthetic enhancements should be included on the proposed pedestrian bridge over NYS Route 198 at Buffalo State College. The history of the 1901 Pan Am Exhibition should be highlighted at the proposed (Lincoln Parkway bridge) terrace. The history of the name Scajaquada should be highlighted in the center island of the proposed roundabout.

Response: *These suggestions can be considered as design progresses. The current vision plan includes features to improve the quality of stormwater runoff before it reaches Scajaquada Creek.*

Comment: The segment of the corridor between Niagara Street and Elmwood Avenue is still considered parkland and should be treated appropriately. The Scajaquada Expressway should be made into a parkway with a 30 mile per hour speed limit and “complete street” features.

Response: *The exact limits of Delaware Park are currently being investigated. The proposed vision plan would turn the Scajaquada Expressway into a “parkway-like” facility. The roadway cannot be designated a parkway because in New York State, that designation legally prohibits use by commercial trucks. Posted speed limits of 30 and 40 miles per hour remain under consideration.*

Comment: The proposal as presented is still a highway through a park. The Scajaquada should become a 2-lane street. Past mistakes should be erased. The project should focus on more than moving local vehicular traffic. Local traffic can use city streets.

Response: *Extensive traffic modeling has been completed in cooperation with the Greater Buffalo Niagara Regional Transportation Council. Studies have shown that while some traffic will divert, heavy demand for travel on NYS Route 198 will continue, even as a two-lane street. This would result in congestion at access points to the corridor, affecting adjacent neighborhoods.*

Comment: The project should be about moving people not traffic. Has a transit (trolley) solution been considered? NFTA should be at this meeting to discuss how they would apply transit.

Response: *NFTA is a member of the project stakeholder group. The current vision plan would make the corridor more transit friendly. If desired by the NFTA, bus stops could be located along the redesigned corridor.*

Comment: What will happen if you remove the highway? The Buffalo Zoo, colleges, hospitals, and adjacent businesses all depend on NYS Route 198. The community at-large has not asked for its complete removal. Transportation drives a sustainable economy including new development and industry.

Response: *Additional studies can be conducted to assess the potential effects of removing NYS Route 198.*

Comment: Delaware Park is a beautiful community resource. The Scajaquada Expressway is a barrier. Today it is not possible to get across. Restore Agassiz Circle, reconnect Delaware Park. The current expressway lies on parkland, not lands owned by the State of New York.

Response: *Delaware Park is a valuable community resource. The current vision plan would substantially increase the number of pedestrian crossing locations in an effort to reconnect Delaware Park. Right-of-way implications will undergo further study as design continues.*

Comment: The Scajaquada Expressway should never have been built. Its construction changed behavior and this project can change that again. We should add value to the community not subtract from it. The removal of the Embarcadero Freeway (California) did not cause “carnageddon” and neither would the removal of the Scajaquada Expressway. A 30 mile per hour speed limit is needed. There should be fewer and narrower lanes.

Response: *The current vision plan recommends narrower lanes to balance traffic calming with truck accommodation. Additional studies can be conducted to assess the potential effects of reducing the Scajaquada Expressway to a two-lane city street and reducing the posted speed limit to 30 miles per hour.*

Comment: The current proposal has too many traffic lights. It should include roundabouts. There should be a roundabout at Lincoln Parkway. The depressed section at Main Street and Kensington Avenue should be filled and local street continuity restored. The Scajaquada needs to be a local street, not an expressway.

Response: *Single-lane roundabouts have been studied and would not have adequate capacity to handle the anticipated vehicular demand. Past public and stakeholder input suggested that multi-lane roundabouts were not desirable in the context of the Scajaquada Corridor and Delaware Park because they would not provide better pedestrian accommodation as compared to signals. Consideration can be given to the impacts of bringing the intersection of NYS Route 198, NYS Route 5 (Main Street) and Kensington Avenue up to grade.*

Comment: The Scajaquada Corridor should have a lower speed limit and less traffic. The plan as proposed is better than what is out there today but does not go far enough. Traffic will find alternate routes. This is a chance to correct a past mistake. The Main Street and Kensington Avenue intersection should also be improved.

Response: *The current vision plan includes a proposed reduction in the posted speed limit. Both a 40 and 30 mile per hour speed limit remain under consideration. Several options have been reviewed that would make improvements at the Main Street and Kensington Avenue intersection. The currently preferred option, which could be incorporated into a build alternative pending further study of potential impacts and costs, would eliminate the triangular island at the southern tip of the intersection, thus improving both pedestrian and vehicular safety.*

Comment: The City of Buffalo is missing out on an opportunity to enhance the community by making this a neighborhood street. The existing “curly que” pedestrian bridge should be removed. The proposal for a new pedestrian bridge at Buffalo State College is good. The proposal to convert the Lincoln Parkway Bridge into a terrace is good. The Expressway itself should be removed and replaced with a 30 mile per hour street with one lane in each direction and roundabouts. If drivers utilize that street at 40 miles per hour, they should be ticketed.

Response: *Additional studies can be conducted to assess the potential effects of reducing the Scajaquada Expressway to a two-lane city street and reducing the posted speed limit to 30 miles per hour.*

Comment: I am pleased with the proposal as it represents a step in the right direction, however it is not good enough. Will the exit by the tennis courts [from NYS Route 198 westbound to Nottingham Terrace and Delaware Avenue] be removed? What can the public do to help the NYSDOT make this a parkway? This is a political problem, not an engineering problem. Why does Ohio Street get a complete street and Delaware Park gets this? Make the Scajaquada Corridor something grossly different.

Response: *Yes, the current proposal would eliminate the exit by the tennis courts. As previously noted, changing the Scajaquada Expressway into a parkway would legally require the elimination of commercial truck traffic.*

Comment: Hertel Avenue and Delaware Avenue downtown have one lane in each direction and traffic moves just fine. The Scajaquada Corridor needs only one lane in each direction and bicycle lanes. More accommodations are needed for pedestrians. The road through the park is not needed. If a road must remain, it should be much smaller so Delaware Park can be brought back to what it once was.

Response: *Additional studies can be conducted to assess the potential effects of reducing the Scajaquada Expressway to a two-lane facility or removing it in its entirety.*

Comment: I agree that this proposal is not there yet. Why is level of service back in the Purpose and Need Statement? Can we talk about a totally different design if we don't reference level of service? The current plan is just a variation on an expressway. A 30 mile per hour design is needed. The design should adhere to the Institute of Transportation Engineers' "Recommended Practice for Designing Walkable Urban Thoroughfares – A Context Sensitive Approach." If we wouldn't think of designing the Scajaquada Expressway the same way today, why wouldn't we correct that mistake?

Response: *Potential impacts to traffic must be considered, along with other potential cultural, environmental, and economic impacts as a requirement of the federal funds being used to progress the study. Many of the features for the proposed boulevard are consistent with the ITE recommended practice cited by the commenter.*

Comment: Trucks provide vital services to the adjacent neighborhoods and institutions. They should not be banned from the Scajaquada Corridor.

Response: *Comment noted.*

Comment: The speed limit should be set at 30 miles per hour. Those that don't travel the speed limit should be ticketed. The proposed 20% reduction in impervious area is a step in the right direction. What other proactive approaches can be taken to improve water quality? Can rain gardens be constructed adjacent to bicycle paths? Can pervious pavements be used? Simply reducing the amount of runoff produced is not sufficient.

Response: *The incorporation of additional "green" features that would improve stormwater quality prior to reaching Scajaquada Creek and reduce runoff can be considered as design progresses.*

Comment: Analyses should not be quantified using vehicular LOS. Multimodal LOS should be used. What timeframe are you studying? This corridor should not be sized to accommodate peak hour traffic. Do the models take into account time-shift behavior? Was the NFTA involved? How can we get them to do more? Buses would get people off the road.

Response: *Multimodal accommodation is a key component of the current vision plan, however peak hour vehicular traffic operations do require consideration. NFTA is a member of the project stakeholder group. Coordination with the NFTA on potential bus service and stop locations will continue as the design develops.*

Comment: A posted speed limit of 40 miles per hour is too high for pedestrians. Speed limits need to be enforced by the police. Can we add features to the corridor that would encourage regular enforcement? Will the traffic signal systems be programmed to be pedestrian activated and be adaptive to different traffic patterns at different times of day rather than pretimed?

Response: *Currently both 40 and 30 mile per hour posted speed limits are under consideration. Features that encourage speed enforcement can be considered as design progresses. The current vision plan calls for actuated traffic signals with pedestrian push buttons. Traffic control equipment would be capable of being programmed with different time of day plans.*

Comment: The expressway should not be totally removed. Can we do something like the “Big Dig” in Boston? The truth is some people like the Scajaquada Expressway and there are locations out there where people are envious of Buffalo for its well-connected network of highways and streets. It is not reasonable to think that 40 to 60 thousand vehicles a day will just disappear. If the roadway is changed to a 35 mile per hour city street it will cause gridlock. Hertel Avenue already has lots of traffic and that should not be made worse. Remember that gridlock results in idling vehicles and more pollution. This plan is trying to reach balance. Accidents are also a concern. We should not lull people into a false sense of security with an artificially low speed limit. The Scajaquada Expressway is vital to businesses and people rely on it for quick travel to the ECMC [Erie County Medical Center]. The area can be beautified with more berms and hedges. New bridges should incorporate a stone facing. Olmsted was a man of his time so to assume he would not adapt to the 21st Century is wrong and short sighted. He would not have denied the existence of the automobile.

Response: *Comments noted. The current vision plan seeks to balance the needs and accommodation of all users along the corridor.*

Comment: I represent Niemiec Builders Supply and I am not in favor of eliminating truck traffic from the Scajaquada Corridor. If you do, it will send that traffic to the local streets and result in congestion. Trucks need to be accommodated on the Scajaquada Corridor. Drainage issues along the corridor should be corrected. I like the way the proposal looks but I am concerned that the high concrete median will be dangerous and that the narrowed road will leave no room for breakdowns. I am in favor of the traffic lights but not so many. The Grant-Amherst Business Association wants Scajaquada Creek cleaned so people can use this resource. How will the proposed changes affect the creek? A lower speed limit looks good. Get it done.

Response: *The current vision plan would accommodate trucks on the Scajaquada Corridor. Features would also be incorporated to improve the quality of stormwater before it is discharged to Scajaquada Creek.*

Comment: There are other viable alternative routes. Go on a “Scajaquada Diet.” Try it and see for yourself.

Response: *Comment noted.*

Subsequent to the meeting, Assemblyman Sean Ryan asked the NYSDOT to study alternatives that would convert the Scajaquada Expressway to a two-lane city street with a 30 mile per hour speed limit or remove it entirely from Delaware Park.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, of any errors or omissions.

Best regards,

BERGMANN ASSOCIATES



Mark J. McAnany, PE
Project Manager

MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor

I-190 to NYS Route 33

P.I.N. 5470.22

Subject: Public Information Meeting
Location: Frederick Law Olmsted School
Date: Thursday, September 16, 2015
Time: 5:00 PM

This meeting provided an update on recent traffic studies conducted as part of the proposed project to transform NYS Route 198, the Scajaquada Expressway, from an urban expressway to a lower speed urban boulevard. There was also a panel discussion. Members of the public were asked to provide written questions for a panel. The panel read and responded to questions after the formal presentation.

The presentation covered the following agenda items:

- I. Welcome
- II. Project History
- III. Update on Project Alternatives
- IV. Panel Discussion & Questions
- V. Closing

A copy of the presentation delivered at the meeting can be found on the World Wide Web at <https://www.dot.ny.gov/scajaquadacorridor/> (Community Outreach tab). Major summary points are as follows:

- There is much interest in having the Scajaquada Expressway better complement its surroundings, including Frederick Law Olmsted's Delaware Park.
- The long term plan, first laid out in the City of Buffalo's Expanded Project Proposal (EPP) in 2005, was a median divided, four lane boulevard with roundabouts connecting NYS Route 198 to Grant Street, Elmwood Avenue, and Parkside Avenue. The plan also included a traffic signal where NYS Route 198 connected to Delaware Avenue. The proposed speed limit was 30 miles per hour. The plan included sidewalks, shared use paths, and bicycle lanes.
- The NYSDOT has had a leadership role in moving a project forward since 2007. It is working with the Federal Highway Administration (FHWA) toward the development of an Environmental Impact Statement (EIS).
- Public involvement has been an integral part of the process. A stakeholder group representing 3 dozen different agencies, organizations, etc. was formed and have been actively engaged in the process.
- The purpose of the action is to convert the Scajaquada Expressway into a feasible and prudent transportation facility that operates in a safe manner and in greater harmony with the surrounding community character and natural environment.

- As of this time, several different alternatives have been studied, including:
 - An expressway
 - A median divided, four-lane boulevard with signals
 - A median divided, four-lane boulevard with roundabouts
 - A median divided, two-lane street
 - An undivided, two-lane street
 - Removal of the roadway between Elmwood Avenue and Parkside Avenue
- Studies of how these alternative might operate and their potential effects on the adjacent neighborhoods were done in conjunction with the Greater Buffalo Niagara Regional Transportation Council (GBNRTC).
- Travel time studies were conducted along the corridor and on two convenient, parallel routes. When the expressway was posted at 50 miles per hour, the data showed that a trip along the Scajaquada took about 6 minutes. After the speed limit changed to 30 miles per hour, the same trip took about 1 ½ minutes longer. A trip between the same two points, along the alternate routes, took between 13 and 17 minutes. The alternate routes are longer and use city streets with signals.
- Other results from the studies include:
 - Changing the projected speed limit from 40 mph to 30 mph is not expected to result in a large increase in diversion
 - Changing from a 4-lane boulevard to a 2-lane street is also not expected to result in a large increase in diversion. This is because it would take longer to utilize one of the alternate routes and they aren't particularly convenient as a replacement for a direct trip along the Scajaquada. The result would be significant peak hour congestion and delay along the Scajaquada.
 - Removing the roadway between Elmwood Avenue and Parkside Avenue would divert a large amount of traffic to the local street system.
- Comments received at tonight's meeting will be incorporated into the Draft Environmental Impact Statement (DEIS). The project will undergo more review. The DEIS will eventually be made available for public review and comment. A formal public hearing will also be held as part of the process. Eventually a preferred alternative will be selected and the DEIS will be finalized.
- The project is estimated to cost on the order of \$120 million to construct and could take up to four years depending on how it is phased. Phasing decisions will be made during detailed design. Currently a source of funding for the final design and construction phases has not been identified.

The panel discussion followed. Written questions received from the public were read by Regional Director Darrell Kaminski and answered by members of the panel which included Rosemary Powers (NYSDOT), Craig Mozrall (NYSDOT), Hal Morse (GBNRTC), and Mark McAnany (Bergmann Associates). The proceedings were recorded by a stenographer. Readers may refer to the official transcript for a complete record of the panel question and answer session.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, of any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

A handwritten signature in dark ink, appearing to read "M. J. McAnany", with a stylized flourish at the end.

Mark J. McAnany, PE
Project Manager



DRAFT Meeting Notes

Stakeholder Meeting - NY 198 Scajaquada Corridor Interim Improvements

Date Held: November 17, 2015

Location: 100 Seneca Street. Buffalo, NY

Attendees:

- Stakeholders: See attached sign in sheet
- NYSDOT: Rosemary Powers, Darrell Kaminski, Craig Mozrall, Dave Hill, Renjit James

Meeting Summary:

1. Rosemary Powers/Darrell Kaminski – Welcome / Introduction
2. Brian Dold – Presented project history from Stakeholder perspective.
3. Craig Mozrall – Presented PowerPoint summary of Interim Improvements.
4. Justin Booth – Recommended transition zones at each end. 190 to Grant, Parkside to 33.
5. Amber Small – Suggested lane narrowing in these transition areas should be done now.
6. Mike DeLuca – Asked for classification change update.
7. NYSDOT - Sent letter to FHWA requesting to change from Principal Arterial Expressway to Principal Arterial Other.
8. Kent Bostock – Asked for justification behind these interim changes which are inconveniencing thousands of motorists.
9. NYSDOT - Public safety is the primary factor.
10. General Stakeholder Consensus - Re: Ped x-ings – Stakeholders want these in as part of a holistic overall traffic calming, not before all of the rest of the measures.
11. Mike DeLuca - Incorporate the recommended SCC's 13 Points, including signage replacement, plus short-term EPP recommendations. [It was noted that there were not, in fact, short term recommendations in the EPP – these were from a draft version and were not published in the approved EPP - they were investigated in development of the EPP and were eliminated from further consideration.]
12. 13 Points – It was agreed that next meeting will go through each of the 13 Points to discuss whether these can be incorporated and whether they should be a part of the interim measures or the long-range plan.
13. Melissa Brown - Current problems exist with the Nottingham / Elmwood area due to the closure of the Elmwood off ramp.

14. Bryan Gawronski – Drives NY 198 several times a day for work at Albright Knox - seems more dangerous now, than before, due to the interim measures such as stop signs, differing speeds, inconsistencies. Seems like the expressway is having little bit of an “identity crisis”.
15. Amber Small – Agreed that speed differential is a problem and people need to be encouraged to go slower. “Visual cues.” Stated that current cues suggest that this is an expressway.
16. Matt Carver – Offered that the left turn into Medaille is now easier coming from NY 33 due to interim changes.
17. Mike DeLuca – Suggested narrowing ramps from NY 33 down to one lane to encourage slower speeds on the NY 33 to Parkside section of westbound NY 198.
18. Brian Dold – Offered short-term recommendations for signing on NY 33 and I-190 – should not say Scajaquada “Expressway”; add rumble strips, luminaries, Gateway signing entering NY 198.
19. Discussion on removal of center median barrier guiderailing to help change visual cues – stakeholders suggested to remove it now. Darrell Kaminski stated the center curbed median would have to be removed. Stakeholders asked why if it is only a 30 MPH roadway. Safety is the concern with removing this, due to the possibility of higher speed vehicles striking the curb and vaulting into the opposing lanes..
20. Mike DeLuca - Suggested re-striping an offset to push traffic AWAY from the center median rather than toward it. Justin Booth disagreed and suggested striping for a right-hand bike lane protected by plastic reflector bollards be incorporated. Craig Mozrall suggested that some drainage inlet grates may be an issue with pushing traffic toward outside curbline [this would have to be looked at].
21. Brian Dold – Suggested putting guiderails next to travel lane within existing pavement.
22. NYSDOT & City of Buffalo Response – Problem with snow removal, problem with deflection of guiderail and vaulting concerns with curb within deflection distance.
23. Mike Deluca – Asked if a one-lane option a consideration for interim improvements.
24. NYSDOT – No, it's too big of a change in travel patterns to be considered as an interim improvement.
25. Councilman Feroletto – Concerned about enough sight distance for x-walks due to speeding trends.
26. NYSDOT – Sight distance is considered in evaluating the suitability of any crossing.
27. Justin Booth – Suggested following list of NACTO guidelines for interim and long-range measures.
28. Matt Carver - Whatever changes proposed at the Route 198/Parkside intersection should fully consider, and be safe for, all the students/faculty walking over from the Delaware Park side of NY 198.

29. Melissa Brown – Suggested that a white paper for the general public be provided on where we are in the process, how the process works, etc.
30. Rosemary Powers - In response to stakeholder concerns, stated that NYSDOT is concerned not only with traffic but with health, property values, economic development, land use planning, etc.
31. Next Steps:
 - a. Rosemary Powers – Would like to have additional meetings ASAP, January and again in February, hoping to come to a decision and move to construction
 - b. NYSDOT – Stated meeting on the NY 198 EIS project will be held in December. [Due to non-availability of staff and the holiday season, the meeting will be rescheduled.]



DRAFT Meeting Notes

Stakeholder Meeting - NY 198 Scajaquada Corridor Interim Improvements

Date Held: January, 2016

Location: 100 Seneca Street. Buffalo, NY

Attendees:

- Stakeholders: See attached sign in sheet
- NYSDOT: Roderic Sechrist, Darrell Kaminski, Dan Hitt, Craig Mozrall, Dave Hill, Catherine Leslie, Renjit James
- Agenda: See attached Agenda

Meeting Summary:

1. Roderic Sechrist/Darrell Kaminski – Welcome / Introduction
2. Craig Mozrall – Presented the discussion of the “13 points”, and applicability to interim vs long-term project
3. Tim Dressler – Objects to the 30 MPH speed limit and wants speed limit returned/changed to 45MPH. Spend the \$150 million for other infrastructure projects. Do not cause inconvenience to the 65,000 drivers using the Scajaquada. Keep the Scajaquada an Expressway. If park users do not want to see the expressway, build a landscaped berm to block the view.
4. NYSDOT – The EIS will evaluate all the options and speed limits
5. Ed Willis – At what point did the 30 MPH become reality? DOT recommended a speed limit of 45 in 2012.
6. NYSDOT – Governor reduced the speed limit to 30MPH for safety reasons after the fatal accident. The EIS process will determine the appropriate long range speed limit.
7. Mike DeLuca - In the November meeting Rosemary Powers said the speed limit is going to be 30 MPH. Did it change?
8. NYSDOT - As part of the NEPA process we do not want to be decisional before the process is complete. The 30 MPH exists now, and we are looking at 30 MPH as an alternative.
9. Craig Mozrall – Discussed the various traffic calming measures which were implemented and/or considered for both the interim and long range plan.
10. Andy Rabb – Maintenance of the raised landscaped median is a problem. Therefore the City would prefer the landscaping on either side rather than in the middle.
11. Renata Kraft – Agrees with Andy’s suggestion.

12. Bradley Bethel - Scajaquada was a historic parkway. Should look into something bigger and better. Consider a connection to Riverside Park, bike path and connection to neighborhoods, and brown field development opportunities.
13. Andy Rabb – There are plans being developed by the City of Buffalo to provide a better bike connection to Riverside Park from the Jesse Kregal Pathway.
14. Ed Willis – Where is the police enforcement? Rather than spending money to rebuild the roadway, hire more police officers for traffic enforcement on Route 198.
15. Brian Dold – Is the traffic calming memo available for public.
16. NYSDOT – The memo will be included in the DEIS which will be available for public review when completed.
17. Tim Dressler – Add an overpass over and tunnel under the expressway for pedestrians and bicyclists and leave the Expressway alone.
18. Mike Deluca – The position of the SCC is that the Park was there first and then the roadway was constructed.
19. Kent Bostock – It should be a balancing act between competing values. What can be done short term and long-term.
20. Dan Hitt (NYSDOT) – Gave a brief overview of National Environmental Protection Act (NEPA) requirements including 4(f), 6(f) and 106 processes regarding parks and historic resources
21. Renata Craft – Is sidewalk considered as a transportation or recreation facility?
22. NYSDOT – It can be considered either. Will discuss with FHWA for their interpretation in this case.
23. Steve Shaffer – At Buffalo State College we are advocating a bicycle friendly campus. Suggest building the sidewalk on the south side of the corridor with a connection to the Jesse Kregal Path.
24. Renata Kraft – Was the elimination of the “redundant” Iroquois drive and using the reconstructed 198 considered by Buffalo State College?
25. Steve Shaffer – Buffalo State has talked about removing Iroquois Drive, but has not pursued it to any degree. It is an internal campus roadway necessary for circulation within the campus.
26. Mike Deluca – Can we put in on street bike lanes on the roadway instead of including the median? Who determines what is park land?
27. NYSDOT – The determination is made first by the owner (NYSDOT) and then FHWA/NPS
28. Kent Bostock – Is there any temporary option to lease land to enhance park property.

29. NYSDOT – Any changes in the park for more than 6 months would require 6(f) and section 106 involvement.
30. Bradley Bethel – A roundabout should be considered at the intersection of Route 198 and Parkside Avenue.
31. NYSDOT – A single lane as well as a multilane roundabouts were analyzed for this location and it showed that with the amount of traffic, the roundabout would fail.
32. Mike Deluca – Currently pedestrians have to cross 8 lanes of traffic. Less lanes should be the goal at Parkside. Reduce lanes coming from Route 33. Take out the WB slip lane at the intersection. Reduced lanes at this intersection would improve the pedestrian crossing.
33. Mike Finn – The whole intersection will be looked as a system, balancing the need for traffic, pedestrian crossing. etc.
34. NYSDOT – Discussion regarding the Route 198/Main Street/Kensington Avenue interchange. Several options were looked at including an at grade roundabout.
35. Mike Deluca – Was an at grade intersection looked into? Is concerned about some of or all of the 20,000 vehicles using Parkside to avoid the Route 198/Main Street interchange.
36. NYSDOT – An at grade intersection would not operate acceptably at the location of Rte198/Main Street if 198 traffic volumes were included.
37. Darrell Kaminski asked “What is the difference between point 2, 3 and 7 in the “13 points”?”
38. Justin Booth – Point 2 suggests additional crossings, Point 3 says if additional crossings are added, make them safe, and point 7 is requests provisions for all modes through and along the Scajaguada Corridor.
39. Ed Willis – what is 7 & 8, Sidewalks or Pedestrians on the road?
40. NYSDOT – What was the intent. Sidewalk adjacent to the road?
41. Justin Booth – Continuous and connected pathways was the focus. Not point to point facilities.
42. Mike Finn – Citywide master plan did not include the 198 corridor.
43. Justin Booth – Citywide master plan was meant for the City's on-street facilities.
44. Bradley Bethel - The intent should be connecting different parts of the park longitudinally and transversely. Don't just focus on vehicles. Wants to connect Agassi Circle and Parkside Community
45. Ed Willis – There are several existing crossings.

46. Amber Small – There are crossings but some of them are not ADA compliant. Not everybody can use them.
47. Renata Kraft – Mentioned that there are two academic campuses on this corridor.
48. Steve Shaffer – Buff State was originally concerned with reducing the speed limit. As it turns out 30MPH did not cause “carmagedon”. Endorses 30 MPH.
49. Mike Deluca – Parkside community feels that the 30MPH has reduced the noise level and benefits the community.
50. Renata and Bradley – There are other instances in other cities where parkways/expressway were removed and it did not cause big traffic back ups. E.g. Embarcadero.
51. Nicole Matteson – People advocate for speed limit on a sliding scale. Is NYSDOT considering a sliding scale like from 55mph to 40 mph to 30 mph. The ends still look like expressways (visual cues).
52. Seth Amman - The ends still look like expressways. The design doesn't fit.
53. Mike Deluca - Noise, speeds not appropriate for the area. Less lanes.
54. Amber Small – Advocates for 30 MPH
55. NYSDOT – Concern over the 30 MPH speed limit. Conflicting views with 30 MPH vs a step down.
56. Seth Amman – Too much length for speeding at the ends. Design changes needed.
57. Justin Booth – Transition Zones at the ends should be implemented.
58. Tim Dressler – Petitions are coming from the expressway advocates/travelling public.
59. Mike Deluca - There is community support for 30 mph. 3,500 signatures.
60. Kent – To reduce traffic, put toll booths
61. Louis Haremski – DOT is fixated on the throughput. In other cities where parkways/expressway were removed, the traffic found other routes. The same thing will happen here. Traffic diversions will help business along the routes.
62. NYSDOT – We have to follow the NEPA process and determine the environmental impacts and mitigate the impacts along the detour routes.
63. Renata Kraft – We respect the NEPA process
64. Ed Willis – DOT should be organizing a survey to find out what people, including the travelling public, want. Get feed back from the trucking association, AAA, etc.
65. Louis Haremski – The Route 198/I-190 interchange also should be looked into. Maybe eliminate the elevated viaduct section

66. Mike Deluca – Frustrating, we are covering the same issues and providing disjointed feedback. Nothing getting accomplished.
67. NYSDOT – What do you want?
68. Mike Deluca – Short term, interim and long term.
69. DOT - it is hard to piecemeal. Short term is what we implemented, long term requires going through the NEPA process.
70. Mike Deluca/Amber Small – What is short term and long term? What can DOT do right now to make it safer?
71. Justin Booth – What is the outcome of the meeting supposed to be? How can we change the process to look at expressways around the state? Can DOT look at the “10 page letter” based on the recommendations for the short term improvements in the EPP and respond. Rosemary said we will address the short term measures in February or March.
72. NYSDOT – Noted that we were asked at the last meeting to discuss the 13 points at this meeting. Asked if the 10 page letter was referencing recommendations from a draft version of the EPP and not the actual published EPP? Those recommendations were eliminated in the EPP process. NYSDOT will look at the “10 page letter” and respond.
73. Bradley Bethel – Need to look at 190 and 33
74. NYSDOT – We are trying to get a reasonable project without expanding too far on either side to the expressways.
75. Brian Dold – Draft EPP short term aspects should be included. High crash locations, access point modifications, stop signs. Can we make changes at these locations? Would like a “green, yellow red” response to each suggestions in the “10 page letter”.
76. Mike Deluca/Ed Willis – Do we have traffic data and accident after the speed was changed? And can we get it?
77. NYSDOT – Yes we took traffic counts in summer. NYSDOT will share the traffic data. We are still waiting for the accident data. What is your take of speed limit of 30 MPH in the park vs outside of the park?
78. Ed Willis – Why is 30 MPH the magic number? Is it the speed differential?
79. Brian Dold – Safety. The accident severity and the fatality rate is much lower below 30 MPH as compared to above 30 MPH.
80. Renata Kraft – It is the perception of speed and impediments like parking pedestrian activities, bikes etc.
81. NYSDOT – We have to have some give and take to transform the expressway.

82. Ed Willis – NYSDOT has to do a better job of public outreach. Survey, contact AAA, trucking association etc.
83. Mike DeLuca - DOT has done a great job with public outreach. They have had over 30 meetings including stakeholders meeting, public meeting etc.
84. Next Steps: Share meeting notes; NYSDOT will look again at “10 page letter”; work will continue on the Draft Environmental Impact Statement (which will be made available for public review and comment when the draft is complete); we will discuss scheduling another stakeholder meeting.

MEETING MINUTES

NYS Route 198 (Scajaquada Expressway) Corridor

I-190 to NYS Route 33

P.I.N. 5470.22

Subject: Public Meeting
Location: Bulger Communications Center, Buffalo State College
Date: Wednesday, February 10, 2016
Time: 7:00 PM

This meeting provided an update on the proposed project to transform NYS Route 198, the Scajaquada Expressway, from an urban expressway to a lower speed urban boulevard. The purpose was to summarize the history of the project, review input received from the public and stakeholders to date, describe a vision for the corridor's future, and to obtain additional input.

The meeting started at 7:00 PM. Assemblyman Sean Ryan provided opening remarks and thanked everyone for their work on the project thus far. He also thanked Commissioner Matthew Driscoll for making this project a priority and coming to Buffalo to discuss the Scajaquada Expressway. Assemblyman Ryan explained that the Commissioner would discuss the expedited timeline to change the Scajaquada from an expressway into a roadway.

Commissioner Driscoll thanked everyone in the room for attending the meeting and for their opinions and efforts in this project thus far. He then proceeded to deliver the presentation.

The presentation covered the following agenda items:

- I. Welcome
- II. Project History
- III. Action Plan
- IV. Next Steps

A copy of the presentation delivered at the meeting can be found on the World Wide Web at <https://www.dot.ny.gov/scajaquadacorridor/> (Community Outreach tab). Major summary points are as follows:

- The NYSDOT is continuing to work through the National Environmental Policy Act (NEPA) process, in conjunction with the community and various stakeholders, to arrive at the best options for redesigning the Scajaquada.
- The Department is committed to a safe transportation network that serves all users including pedestrians, bicyclists, and motorists. It is also committed to providing solutions that are compatible with Frederick Law Olmsted's Delaware Park.
- This project is a land use planning effort. The Department wants the solution to be responsive to community needs. Over 30 meetings have been held with stakeholders and local interest groups. Ideas have been presented and many comments and suggestions have been heard. The NYSDOT will continue to listen and obtain input.

- This project will convert the Scajaquada Expressway into the Scajaquada Boulevard. It will have two vehicular lanes in each direction. The Scajaquada now has a 30 mile per hour speed limit. Design features, including traffic calming measures, will be put into place that make it feel more natural and comfortable to drive at 30 miles per hour.
- Reducing the roadway to one vehicular travel lane in each direction or removing it completely would displace up to 50,000 vehicles per day and pose many problems including traffic congestion and air pollution on neighboring streets which would detract from the city's quality of life.
- When the road was originally designed and constructed there was a focus on moving vehicular traffic efficiently. Today our focus is to ensure that the road is compatible or in harmony with the surrounding environment and its users.
- The design will incorporate accommodations for pedestrians and bicyclists. At-grade crossings will be incorporated into the design.
- The historical context of Delaware Park, along with community and stakeholder input, will be used to inform design, aesthetic, and sustainable decisions.
- Large overhead signs will be removed. The new boulevard will have more modest signage.
- Gateways will be established to announce arrival at historic Delaware Park.
- Analyses necessary to realize these changes will be complete within one year.
- The following short term actions will be taken by the start of this summer:
 - Installation of temporary gateway features
 - Travel lanes at the eastern end of the corridor will be restriped and narrowed
 - Rumble strips will be installed on the western end of the corridor
 - Additional variable message signs with speed indicators will be installed
- The Department will have discussions with the City of Buffalo to explore the possibility of a separate project to improve safety at the intersection of Main Street, Kensington Avenue, and Humboldt Parkway.
- The environmental review process will be expedited. The Department will be working toward a final decision with the community by the end of 2016. Final design will happen next year. A construction contract will be issued in 2017.
- Continued participation and input from the public will be important. The Department expects to release a Draft Environmental Impact Statement in the fall of 2016 followed by a formal Public Hearing. There will also continue to be other attritional opportunities for input.

The following text summarizes discussions that took place during the question and answer period. Comments and responses have been paraphrased for brevity.

Comment: Consideration needs to be given to the part of the Scajaquada that does not run through Delaware Park. Part of the corridor, at the eastern end, runs through a minority community? What will be done there?

Response: *Please continue to stay involved in meetings moving forward as the Department is here and willing to listen to your concerns. As previously stated, this project is a land use planning effort.*

Comment: Before ground is broken and adjustments are made, please get the full scope of exactly what is going on, especially as it relates to truck traffic in residential areas.

Response: Thank-you.

Comment: If a majority of people in Buffalo were to come out and advocate for keeping their expressway, do we get to keep it or is the decision already made?

Response: *The intent is to make a boulevard workable for everyone and to progress the plan laid out during this meeting. If the overwhelming majority of people were opposed to something, obviously that will be considered.*

Comment: How, within the State's proposed five-year budget, will the Department deliver on the promise to the community? Current funding levels are unable to keep up with the burden of maintenance on the existing system. Will the funding come from federal sources as well as state sources or will it increase the burden on our own state agencies?

Response: *This project will not result in additional financial burden. Funding is in place. It is estimated that construction will cost around \$100 million, but that can change during the design phase. The upcoming transportation budget is more than adequate to not only maintain but to enhance systems across the State of New York. The project will be built, but not at the cost of doing maintenance work across the state.*

Comment: I'm opposed to this idea. We need an expressway. Other highways and expressways feed the Scajaquada at high speed. I suggest areas outside of the park before Delaware Avenue and beyond Grant Street have a higher speed limit.

Response: Thank-you.

Comment: We need to find middle ground. A 30 mile per hour speed limit is not really a boulevard: it is a street. Crosswalks and traffic lights are a street. The proposed changes won't get people to drive 30 miles per hour. It can be made better and still be 45 miles per hour. Who will be responsible for maintaining the proposed median when the work is done?

Response: *The median is conceptual. Whether or not there should be a median is a discussion the Department will have with the stakeholders.*

Comment: Does the current proposal cover the entire length of NYS Route 198 from I-190 to NYS Route 33 or does it cover just the area in Delaware Park?

Response: *The current proposal is focused primarily on the roadway from Grant Street to Parkside Avenue. The extent of reconstruction is equally focused in those areas. The Department does not envision this project doing major work outside these limits. The proposed plan does not preclude future studies of those areas*

Comment: Right now the speed limit is 30 miles per hour for the entire length of NYS Route 198. In my opinion it should remain that way. I think it is ridiculous to have part of the same street be 50 miles per hour and then go down to 30 miles per hour and back up to 50. Will 30 be enforced? When the corridor is redesigned it should not look like an expressway if you want people to drive at 30.

Response: *We will be looking at that as part of our study.*

Comment: I think it should be increased to 40 or 45 toward the western end at least. I would also like to keep the expressway pretty much as it is. The expressway serves the whole area, not just the community around the park. It seems like a decision has been made and it's not going to be that way. Would adding level crossings and bike lanes increase safety? I don't think the traveling public has been well represented in the decision making process. I urge a compromised solution and to find out what the Scajaquada Expressway users would like to see.

Response: *Thank-you.*

Comment: If the roadway is going to be a 30 mile per hour street, it should just be a regular street and not a gateway. It doesn't need barriers. I like the idea of medians tricking people into thinking they should go slower. I would also like to see more mention of addressing human health concerns. We need to do this project right because it won't happen again in our lifetimes.

Response: *Thank-you.*

Comment: We have a unique opportunity here to change what has been a detriment for so many into what can really be an asset for the community. My request is that we seriously look into the transition zones. I really want to put forward that this is one of the most important aspects of the project. If we don't address them, and the speed that drivers are moving as they pass through them, this project will never succeed. Also, who will maintain the facility once the work is done?

Response: *The transition zones are important. The Department will identify signage and other techniques to address these areas. Maintenance responsibility for the road will remain with the Department.*

Comment: A boulevard, by definition, is still wider than a street. I'm thinking it would be better to have it as a street (30 miles per hour and less than two vehicular lanes in each direction). What is proposed isn't really reintegrated into Delaware Park because you still have this very wide, four lane roadway, even if it is a narrower four lane roadway. You should set people up, when they exit I-190 or NYS Route 33, for the expectation that they are entering a city street, like Best Street.

Response: *Thank-you.*

Comment: I would point out to my highway user friends that the difference in traveling the route of the Scajaquada Expressway between 50 miles per hour and 30 miles per hour is a minute and a half on average. Reducing the speed of the Scajaquada Expressway will inconvenience very few. I quit the Scajaquada Expressway about a year ago. I have found it just as convenient to use Delaware Avenue and Lafayette to get to NYS Route 33. Returning more cars to the city streets will increase commercial prospects.

Response: *Thank-you.*

Comment: Those here who think that eliminating the road, or reducing the road to 30 miles per hour, will suddenly make their lives difficult, have overlooked the realities. Putting more cars onto city streets will in fact enhance the economic vibrancy that has grown in Buffalo today.

Response: *Thank-you.*

Comment: I ride a bike but I also own a car. I do use the Scajaquada on a regular basis but I also walk it and bike it. We need to be looking at how we reduce car trips, not just how we avoid car delays and car congestion. How do we change our process so we don't get stuck in the same box? This conversation keeps coming up and the first state that has really looked at revamping their Environmental Impact Statements is California. It is time for our state to reimagine how we utilize our legacy infrastructure.

Response: *Thank-you.*

Comment: Making the Scajaquada a four lane, lower speed highway or boulevard seems like a compromise to me. We now need to move forward and make the design one we can all live with. We talk about how we move 50,000 cars more gently and safely through the park, but what we really should be thinking about is how we move those people. I encourage you to include NFTA in the planning. They are going through the process of redesigning and reevaluating themselves, so this redesign should be one of the things that they consider as part of their process.

Response: *Thank-you.*

Comment: I would like to see the speed limit increased. It is excruciating at 30 miles per hour and to have stop signs. I have seen so many rear-end accidents. I know it's a transition thing and you will get there but there are a lot of cars getting messed up in the process. How much longer are we going to do construction assuming this goes forward? What will be done with the Parkside Avenue intersection?

Response: *We anticipate the project will take two full years of construction if it is done all at one time. A decision on phasing will be made during detailed design. We have studied the Parkside Avenue intersection for years and will continue to look at ways it can be improved as we move forward.*

Comment: In my mind this is an economic development project. Infrastructure development is important for business recruitment and retention.

Response: *Thank-you.*

Comment: It is important to understand that Delaware Park was here nearly 150 years ago. The highway was put through this beautiful park. I want to applaud what is happening here tonight. I think it's important to focus on land use, quality of life, and economic development. I encourage us to continue educating and coming together and having more of these meeting. I believe in the process you are following and encourage more dialogue.

Response: *Thank-you.*

Comment: What I see here is "lipstick on a pig". The boulevard is the lipstick on the pig highway. I don't see this road getting any narrower and giving land back to the park. This and other roads would never be built today. There is a solution to that: remove this road. The NYSDOT should be looking to the future. There are several cities that have taken down their highways and it has been nothing but positive. Why do you think Buffalo can't get by as other cities like Milwaukee and San Francisco got by without those highways?

Response: *I would like to clarify that the freeway removed in Milwaukee was a spur of a large and complex transportation system. This plan includes walkable solutions. We believe that this is not "lipstick on a pig", rather it will convert the expressway into a boulevard with the elements outlined tonight. The park is an asset. Lots of people use it. The Albright-Knox Museum is another example. It is prudent to support those assets in a way that protects people, provides walkability, and allows automobiles to safely traverse through the area in a safe and manageable way.*

Comment: I am an avid cyclist. I want to say thank you for including bike facilities in your overall plan for changes. Will there be dedicated bicycle lanes?

Response: *We don't know that answer yet. That is part of the discussion the Department would like to have with the stakeholders.*

Comment: I speak for the faculty members of Medaille College. I applaud the efforts being made to slow down the Scajaquada. There is a lot of foot traffic at the Parkside Avenue intersection. The road needs to be slowed down way before that point to protect those users. How would narrowing the road impact access to the Medaille campus as it has its only entrance from NYS Route 198? Please think about rush hour traffic as an issue.

Response: *The Department intends to narrow the lanes, but not eliminate them. These issues will be addressed as part of the Environmental Impact Statement process.*

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please notify the undersigned, in writing, of any errors or omissions.

Best regards,

BERGMANN ASSOCIATES

A handwritten signature in dark ink, appearing to read "Mark J. McAnany", written over a faint, illegible background.

Mark J. McAnany, PE
Project Manager

STAKEHOLDERS MEETING AT SISTER'S HOSPITAL
MARCH 2, 2016 - 6:00 PM

Attendees: Heather Sporn, Craig Mozrall and Patrick Meredith
35 community members attended the meeting.

Larry Williams gave an introduction:

-He lived on Humboldt Parkway since the 1950s. His family came from the south and his Father worked 2 jobs to own a house.

-He's been working to restore his parent's house.

-He thinks the 30 MPH speed limit is causing more traffic to exit onto Main Street at Humboldt Parkway. He wants something done to reduce the traffic effects.

-Larry introduces Assistant Commissioner, Patrick Meredith.

-Larry mentioned many issues to Patrick when they walked around the neighborhood.

-Steven Stepniak said that the City looks forward to working with DOT to address some issues at Main, Humboldt and Kensington.

-Patrick Meredith said that DOT will work with the City to address some immediate needs and notes that the DOT will engage the community.

-Larry mentioned issues with parking in the neighborhood.

-City Councilman, Ulysees O. Wingo, Jr., wants to know what can be done on Humboldt Parkway from Parkside to Delevan. He wants an answer from the DOT.

-Warren Galloway said the State of New York made some changes without considering all the effects that instituting a 30 MPH speed limit would entail.

-The way the west side of Main Street and the east side of Main Street are treated is not equal. All the focus has been on Delaware Park.

- The traffic back ups have been worse. There is an air pollution problem.

-Patrick talked about finding out what the best way is to get information out.

-Brad Bethel from ROCC talked about the connection between Parkside and Ferry Street on Humboldt Parkway. He says the Scajaquada project and Humboldt need to be coordinated.

-Mike DeLuca complained about traffic in the neighborhood but said that traffic has not gone up since the speed limit was changed, it has always been horrible according to him.

- He said the project must deal with the area east of Parkside.

- Deal with the Main Street-Kensington-Humboldt Parkway intersections.

- Said there should not be a need for 2 lanes coming off of the 33 in each direction.

-Larry Williams said given Canisus College, Medaille College and Sister's Hospital, may be the Bishop's office should be talking.

- Drivers have no regard for pedestrians on Main Street.

- Property values are dropping. What can be done to stop that?

- The communities along Humboldt have been split by the expressway and pedestrians need access across the roadway.

- There is soot on the houses that needs to be addressed.

-A different homeowner said there is a safety issue with all the cars trying to exit the 198 westbound onto Main Street. The safety issue needs to be addressed. Vibrations from the traffic are damaging foundations.

- Make changes to the eastern transition to improve safety.

- People speed on Humboldt Parkway. This needs to be addressed.

-Larry Williams said both sides of Humboldt have problems. Need more signage on Humboldt.

- Expressway does not look like a 30 MPH street.

-ROCC member stated that there is a need for more signage to show where the speed limit on the 33 inbound speed goes up.

-Stephanie Barber from the ROCC states "the Fumes in the bathtub section are causing health issues.

-Mike DeLuca wants to see a community planner to work with the community groups.

- He also wants Kensington Ave closed between Humboldt east and west.

-The group wants another meeting to start solving problems. When will that be?

-Stephanie Barber brought up air quality issues on Humboldt in the bathtub section, again.



DRAFT Meeting Notes

Stakeholder Meeting - NY 198 Scajaquada Corridor Interim Improvements

Date Held: May 12, 2016

Location: 100 Seneca Street. Buffalo, NY

Attendees:

- Stakeholders: See attached sign in sheet
- NYSDOT: Darrell Kaminski, Craig Mozrall, Dave Hill, Renjit James

Meeting Summary:

1. Darrell Kaminski – Welcome / Introduction
2. Craig Mozrall – Presented the discussion of the graphics depicting the different median options as well as the bicycle/pedestrian options, the department is evaluating. Also mentioned about the open house on May 19th.
3. Brian Dold – Is DOT looking for overall comments or just for the median and pedestrian (multimodal) options?
4. NYSDOT – We are looking any comments you might have.
5. Mike DeLuca – How would a 4' median look like?. Are there any improvements east of Parkside Ave and west of Grant Street?
6. NYSDOT – We are working on finalizing the proposed work for the transition areas. We may have something to show for the open house.
7. Amber Small – Who is going to take care (maintenance) of the landscaping in the median? Are there any pedestrian crossings at the maintenance facility with the 20' wide median option?
8. DOT – NYSDOT maintains the existing grass median. We had discussions with the city and they had concerns about the maintenance of the median. Along with the decision on a median option, a decision will be made regarding the maintenance of the landscaping.
9. Mike DeLuca – Any changes to the park road (Meadow drive) to eliminate cut through traffic.
10. NYSDOT - We met with COB and Parks to discuss the concerns and possible solutions. We haven't finalized any work. We have come up with couple of solutions, and will work with Parks and COB to implement the best option.
11. Sarah Reid – Why can't we close the entrance from Lincoln Parkway at Nottingham?
12. NYSDOT – It is currently being utilized by many vehicles. By eliminating this entrance, we will be sending more vehicle along Nottingham to Elmwood Avenue.

13. Lou Harmeski – Removing the exit/entrance ramp from Iroquois Drive will help Albright Knox Art gallery.
14. NYSDOT – NYSDOT was at the Architecture firm presentation last week. By having the ramp at that location did not seem to have any impacts on the Art Gallery Expansion.
15. Sarah Reid – Why do we need a 4' wide median. Why can't we have just yellow stripes.
16. NYSDOT – Due to safety concerns, it was decided to include at a minimum 4' wide median.
17. Kent Bostock – Are we going to add any parking within the existing Delaware Ave. interchange after the reconstruction.
18. Sarah Reid/Mike Deluca/Amber Small – Is the speed limit going to be changed. Is guide rail going to be installed in the median? People are going to use the wide median as walkway
- ~~19.~~ NYSDOT – No intention of changing the speed limit. We are not planning on putting any median barrier as part of the design.
20. Sarah Reid – Should provide the smallest median possible
21. Mike Deluca – From the displays, it looks like the same design from 2 years ago. What is the difference between the 45mph design and the 30 mph design? Was hoping for significant changes from the previous design.
22. NYSDOT – Pointed out few of the differences between the 45 mph and the 30mph design.
23. Mike Deluca/Louise Harmeski – Provide an at grade pedestrian crossing at Buffalo State College, not a pedestrian bridge. Also remove the existing pedestrian bridge at Lincoln Pkwy.
24. NYSDOT – At Buffalo state college there is grade difference which would require a pedestrian over bridge. Will check the elevations to see if an at grade ped crossing would work at this location. Regarding the removal of ped bridge at Lincoln parkway, we heard from a group of people who would like us to remove the bridge and from another group of people who wants us to keep the bridge. Our intention at this time is to maintain the existing bridge.
25. Sarah Reid – What are we doing for storm water retention. Buffalo State would like to have a crossing from Buff state to the north side of the creek.
26. NYSDOT – We have couple of locations identified, but haven't decided on the type or location.
27. Justin Booth – NYSDOT is missing out on a great opportunity to improve/transform this corridor from I-190 to Route 33, not just between Grant Street and Parkside Avenue. We need to design this corridor for 25 mph so that people will travel at 30mph. There should be connectivity between Buffalo State and the Humboldt metro Station. A bike track as

shown in Delaware Park is not acceptable. There should be a separate on street bike track provided as part of this project. We expected more of a transformative project, not this same old same old "crap". If NYSDOT is showing all these same design at the Open House, I expect people are going to be very upset and there will be fallout.

28. Kent Bostock – Roads are designed for transportation to accommodate cars and trucks
29. Louise Harmeski – Building the Route 198 corridor has hurt the Grant/Amherst business district by diverted traffic from Grant Street and Amherst Street. Redesign the roadway to carry only half of the traffic and rest of the traffic will go through the business district.
30. Brian Dold – Connect the multi use paths to the intersections. We (BOPC) are not big fans of a divided bike track on the ring road. This will create addition crossing points as well as additional conflict point between bicycle and pedestrians.



DRAFT Meeting Notes

Stakeholder Meeting - NY 198 Scajaquada Corridor Improvements

Date Held: June 23, 2016

Location: 100 Seneca Street. Buffalo, NY

Attendees:

- Stakeholders: See attached sign in sheet
- NYSDOT: Patrick Meredith, Heather Sporn, Craig Mozrall, Dave Hill, Renjit James

Meeting Summary:

1. Patrick Meredith/Craig Mozrall – Welcome / Introduction. Meeting setup to discuss pedestrian access between Buffalo State Campus and Grant Amherst Neighborhood. Two concepts – One is grade separated (pedestrian Bridge) and one showing at grade crossing Iroquois drive and Scajaquada Corridor, and a bridge over the Scajaquada Creek.
2. Heather – The drawings are just base point for discussion/concepts/general layout not design “do not take it literally
3. Justin Booth – Where is the location of the proposed crossing and why that location was picked.
4. Craig Mozrall – The proposed location has an existing pedestrian facility connecting to the Buffalo State Campus sidewalk/pathway network.
5. Patrick Meredith – Did Buffalo State have input in the location of the pedestrian crossing and is there any logic in having this at any other location.
6. Justin Booth - Okay with the proposed location.
7. Steven Shaffer – Buff State did have input in selecting the location of the crossing. From engineering as well as an economic point of view, the location makes sense.
8. Renata Kraft - We should consider the complete street design not a access controlled roadway. We should take the time and go back to the drawing board and consider a complete street design which would provide a city street which would accommodate all modes. Also consider eliminating redundant transportation facility by combining/eliminating Iroquois Drive with Scajaquada corridor. This would provide more room for the restoration of Scajaquada Creek.
9. Patrick Meredith - This will have a very large impact on the Buff State campus
10. Steven Shaffer – Ideally college would like to reduce the pavement footprint in front of the college. Logically Iroquois drive is the service road which should serve all the building efficiently. Have concerns about the operational and access issues.

11. Renata Kraft – Realizes the gravity of this option on the design as well as the schedule and on Buffalo State campus. But, this is our one chance to consolidate. Reconnect the street grid to the campus.
12. Steve Shaffer – Security is not a concern. Would like to reconnect the campus to the community. Want to be a part of the community. Would like to promote the campus as creek side campus with access to the creek
13. Lou Haremski - Re-establishing the historical alignment of creek should be goal also.
14. Renata Kraft – Restore the creek to its original width, shallow depth. The obstacle is the roadway. Sees this as an opportunity to accomplish this goal.
15. Justin Booth – At grade crossing will provide room to create access to the creek.
16. Lou Harneski – Can utilize the additional room between the creek and the relocated roadway for creek access. Limited access means expressway, drivers tend to speed. Make drivers worry about what is on the road.
17. Renata Kraft – Being on a bridge is scary. Sometimes it does not feel safe. The pedestrian bridge across I-190 is an example, broken bottles, garbage and some times people just hanging out, making it feel little uncomfortable.
18. Justin Booth – Safety is a concern. Put the crossing at grade where it is more visible and more desirable.
19. Sarah Reid – Families also stay at the dorm. The crossing will give an opportunity for families to cross the roadway and creek to access the play ground north of the creek.
20. Renata Kraft –If the crossing is at grade, would there be a traffic control device
21. Patrick Meredith – If the crossing is at grade, it will be controlled by a hawk signal. The cross walk will be on a curve, may need to install advance warning.
22. Justin Booth – Provide an offset crossing. This will force the pedestrian to turn towards the oncoming traffic and look.
23. Renata Kraft – What if this is a complete street with sidewalk not a limited access roadway.
24. Heather Sporn – We could put a street here providing accessibility for pedestrians, bicycles, refuge for pedestrian with medians.
25. Renata Kraft – If cars are going slow, we do not need to provide refuges for the pedestrians.
26. Steven Shaffer – Provide separate walkway
27. Sarah Reid – If we put a median, it gives an environment/impression to the drivers that they can speed.

28. Lou Harmeski – Design to make it look like a city street. Like Delaware Avenue. No need for median, just double yellow line.
29. Renata Kraft – The original street grid was designed when this area had double the population
30. Craig Mozrall – In 1950, did we have double the number of Cars?
31. Reneta Kraft – No we did not, but had better mass transit, people walked or biked. I do not want Buffalo to be the laughing stock
32. Patrick Meredith – Does Buffalo State college have any preference in the type of crossing, pedestrian bridge or at grade?
33. Steven Shaffer – I do not see any disadvantage of having an at grade crossing.
34. Patrick Meredith – How wide should the crossing be to accommodate pedestrians and bicyclist.
35. Justin Booth 10 feet minimum, provide a wider section for maintenance vehicles.
36. Craig Mozrall – Shoreline Trail is 13 feet wide.
37. Renata Kraft – Have consideration given to allow vehicular traffic over the bridge over Scajaquada Creek. This would allow connecting to the street network.
38. Justin Booth – This will allow to connecting to the street network
39. Mike Finn – There is a City Park between the creek and the end of the street. Any option to take property from the park will have to consider 4(f) and 6(f) issues.
40. Steve Shaffer/Sarah Reed – Does not see the reconnect as an advantage.
41. Heather Sporn – We will need a wider street bridge crossing the creek.
42. Renata Kraft – Does not matter. The issue is not a creek issue.
43. Steve Shaffer – Goal to reconnect to the park would served better if the bridge over the creek is just a pedestrian bridge rather than a combined ped/vehicular bridge.
44. Lou Harmeski – As a member of the Grant/Amherst business associations point of view, the landing point be not at the backyard of Wegmans. Push it to the west to Bush/Howell Street.
45. Lou Harmeski – What will be the Work Zone Traffic Control Method used during construction of this project.
46. Craig Mozrall/Pat Meredith – Most probably this project will be built in sections. We will look at all different options and come up with best method to minimize the impact on the travelling public and the surrounding community. Also since this is an important corridor, we have to take into consideration Governor Cuomo's Drivers First initiative.

47. Lou Harmeski – During construction if we provide only one lane in each direction, it make people slow down and get used to the slower traffic. This train/encourage drivers to go at 30mph when the new slower speed roadway/boulevard is open for traffic.
48. Heather Sporn - We are committed to enforce speed through design features.
49. Mike Finn – City of Buffalo will be supportive of pedestrian connection between Buff State and the neighborhood. Will work to integrate Jesse Kreigal pathway. State should maintain the bridge. If we are looking at reconnecting the city street grid, people living along the dead end street as well as COB has concerns. Can work together to remove the trash rack/finger dam in the creek. Would need to get input from the community regarding the ped/bicycle path.
50. Sarah Reed – Access to the creek as well as the park will be great benefit for the students.
51. Justin Booth – Would like to see a separate/protected on-street bike path for commuters along the corridor. Something similar to what is being built on Niagara Street.
52. Steve Shaffer – Buff State have a concern about campus wide storm water treatment. Would like to use DOT property to treat storm water.
53. Craig Mozrall – We could accommodate that as a part of this project under a betterment agreement for construction and future maintenance between the Campus and the DOT.
54. Justin Booth – Is there an opportunity for DOT to come up to with a plan to combine Iroquois and Route 198.
55. Steve Shaffer – Would like to know who has ownership and maintenance jurisdiction of the retaining wall between the campus and Route 198.
56. Craig Mozrall - None of the DOT record plans show that DOT actually built the retaining wall. Hence it should have been built by the University/NYS Dormitory Authority as part of the campus construction
57. Craig Mozrall - DOT will send the historic ROW plans to Buff State.
58. Steve Shaffer – The wall needs to be prepared. In the meantime Buffalo State would like to put banners, logos or some kind of branding on the wall. Who owns the rusty fence?
59. Patrick Meredith. Isn't a portion of Iroquois Drive on state right of way?
60. Sarah Reid – It is possible.
61. Patrick Meredith/Dave Hill – At the public information meeting, Buff state had discussed if it would be possible to provide a right in right out access from the new Route 198 between Grant Street and Elmwood Avenue.
62. Steve Shaffer – Buff State is spending great effort to improve the entrances at Grant Street and Rockwell as well as Elmwood and Rockwell. The intention is to make these the main entrance into the campus and provide way finding signs from Rockwell. WE do not want to encourage/promote the entrance from the back side (Iroquois Drive) of the

campus. A connection to the new signalized intersection of Route 198 and the Elmwood Connector would be of no benefit to the campus. May be just a right only exit to EB Route 198 may be beneficial but not a priority to the campus. A pedestrian crossing across the road and the creek would be beneficial and critical to the campus.

63. Dave Hill – Are there continuous sidewalks there.

64. Steve/Sarah – no.

65. Craig Mozrall – We are trying fit a path between the creek and the roadway. We have room there, but would have to provide some positive barrier between the road and path where they are very close to each other.

66. Steve Shaffer – The intent of Buffalo State is to keep all the vehicular traffic on the perimeter and make the interior of the campus more pedestrian friendly.

67. Patrick Meredith – Are you (Buff State) working with any engineering firms in the effort to rebuild Iroquois Drive.

68. Steve Shaffer – Not yet, but will be in few months. We expect to bring an engineer on board as the state completes the EIS in the fall.

69. Patrick Meredith – Any thoughts/comments from Assemblyman Ryan's staff.

70. Alex Lynch/Cody Meyers – Just reiterating what have been said. We can't miss this great opportunity to make something great. An at grade pedestrian crossing will be preferred. A city street design would be preferred.

71. Patrick Meredith – Should we have included anybody else in today's discussion.

72. Justin Booth – Olmstead Parks should have been included in this meeting. They maintain a portion of the Jesse Kreigal Path. They should be consulted on the design of the bridges over the creek.

73. Renata Craft – Albright Knox should be included.

74. Patrick Meredith – We will put together the meeting notes and send it to out. Also we will have more meeting to discuss this project.



DRAFT Meeting Notes

Stakeholder Meeting - NY 198 Scajaquada Corridor Improvements

Date Held: July 12, 2016

Location: 100 Seneca Street. Buffalo, NY

Attendees:

- Buffalo State College: William Benfanti, Steven Shaffer, Sarah Reid
- NYSDOT: Patrick Meredith, Heather Sporn, Craig Mozrall, Renjit James

Meeting Summary:

1. Craig /Patrick Heather – Welcome / Introduction. Meeting setup to discuss options to combine Iroquois Drive and Scajaquada Expressway between Grant Street and Elmwood Ave, thus creating space between the creek and new roadway. Explained the option of combining these two roadways and eliminating the redundancy.
2. Steve/Sarah – Why is there a wide median?
3. Craig/Heather – The median is being provided to shadow the turn lanes. And is narrower away from the turn lanes. Also it provides for the pedestrian refuge.
4. Sarah/Steve – The building is at the end of the dormitory building the building where we get all our mail delivered and picked up, and is also where the custodial staff picks up all their supplies. With the new configuration, it makes it difficult to the staff to pick up and deliver mail and the custodial supplies. They would have to get out to the new Scajaquada Blvd, turn around at Elmwood Ave and get back into the campus. Also we are trying to convert the internal roadway into a pedestrian only (except emergency vehicle traffic) roadway and were planning to keep all the vehicular traffic on the out side loop (Iroquois Drive).
5. Heather – According to your plan to make the internal road pedestrians only, what was your plan for the vehicular traffic
6. Steve - Buff State were going to rebuild Iroquois as it stands and provide vehicular access on that roadway. Smaller delivery vehicles will be allowed on the internal roadway. Would prefer to have more room closer to the campus than providing another bike/ped lane.
7. Craig – The path between the campus and the roadway will be provide better access for the students and the one between the creek and the roadway will provide access to the creek.
8. Steve - One option Buff State would like and the one NYSDOT wouldn't like is the option of one lane in each direction with a two way left turn lane for the WB traffic to turn into the campus. Short of that, everything else will have a big impact on the operation of the campus.

9. Sarah - Buff State would like to guide/direct visitors to come through the Rockwell entrance which is the better part of the campus, not on the back side of the campus. All the existing signage is being directed towards the Rockwell entrance. There are access to the parking lots from Iroquois Drive.
10. Steven – How would the trucks access the loading dock/bay
11. Craig – Trucks would have to parallel park or back into the loading dock.
12. Patrick – During move in or move out day how do the students bring in their stuff
13. Sarah - They are allowed to short term parking along the internal roadway. There is no direct access from Iroquois drive to the apartments. No overnight parking on the internal roadways, except Iroquois
14. Patrick – Under the proposed scenario approximately 50 parking spaces will be lost.
15. Steve/Sarah – We cannot reduce the number of faculty/employee parking which is a union negotiated benefit. The number of student parking may be reduced.
16. Heather – What if we provide an access with an u-turn or a right turn bay.. We cannot have random entrances and exits from Scajaquada. Have to have discrete safe entrances.
17. Steve/Sarah – We would like to have people to get to Iroquois drive or the building without going out to the Scajaquada Blvd.
18. Steve – Thinking about this to maintain the connectivity, we would need to add two or three more entrances from Scajaquada. This will allow anybody get around without going too far out of their way. All the three parking lots are connected. It may increase the traffic on Scajaquada from all the staff and students using Scajaquada to get around the campus.
19. Sarah/Steve – Can NYSDOT provide way finding signs with building names on Scajaquada?
20. Craig/Patrick –If the signage is on Scajaquada, the signs would have to follow the federal standards and not to the same level as what the campus can do on Iroquois.
21. Craig – The difficulty here is that to maintain the accessibility and service we have to maintain stubs of Iroquois open. Also where we are proposing to send traffic is where buff state is proposing to closing to traffic.
22. Heather – Since Buffalo State is planning to make some of the roads pedestrian only, needs to keep Iroquois Drive open for localized/internal circulation. This precludes NYSDOT from combining these two roadways. Scajaquada will become the campus road and may not be safe.
23. Steve – The discussion with River Keepers, there was a discussion about connecting the street grid

24. Craig – There was no street grid connected. There was only a railroad bridge over the creek.
25. Patrick – By connecting the roads will reduce the property value of houses on the dead end streets on the north side of the creek.
26. Sarah – Can we provide some space between the creek and the road without combining the roadways?
27. Craig Then we would have to build a retaining wall between Scajaquada and Iroquois. Is that the look we want?
28. Steve – That is why we would suggest the number of pathways and reduce the width of the median. Do we need a separate commuter bike path?
29. Heather Would by reducing the length of the consolidated roadway be better
30. Sarah – This option will have a big impact on Buff State's plan to build a soccer field with under ground parking in the area where the new connecting roadway is proposed.
31. Steve – Why is the option of moving Jesse Kriegel Park to the north and widening the creek to the north is not being explored.
32. Heather/Craig – Would like to include the work as part of this project. Also, the creek banks are steeper on the south side and there are sections of bank vertical with sheet piling. Lot more mature trees and the slopes lend to be worked on the south side.
33. Steven Shaffer – Would we still need the other ramp either it is a round about or signalized intersection
34. Craig – It would require a wider ramp to accommodate all the movement especially the heavy left turning movements.
35. Craig – Please take the plan sheets and take a look at it discuss it internally and let us know your comments as soon as possible.

APPENDIX G
PUBLIC INVOLVEMENT

Newsletters



New York State Department of Transportation
Region 5
100 Seneca Street
Buffalo, NY 14203



Return Service Requested



is assisting the NYSDOT
with studies and design
for the Scajaquada
Expressway Corridor.



Project News

Contacts

Write:

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Scajaquada Project News
Issue I
March 2008



What's in the Works?

The NYSDOT is coordinating with the GBNRTC to obtain traffic projections from the regional travel demand model. This is a tool used by planners and engineers to forecast traffic volumes and patterns into the future. The results are based on actual traffic counts, population changes, land use patterns, and more. The GBNRTC is updating their model based on new traffic counts taken after the physical removal of toll barriers from I-190. The most up to date information will be used to evaluate alternatives for the Scajaquada Expressway. We are also refining the Purpose and Need Statement and beginning the cultural resources review process.

Stakeholder Group Members: Our next meeting is planned for spring 2008. Looking forward to seeing you there!

The Scajaquada Corridor project will offer many opportunities to learn more about the study and provide input through public meetings, stakeholder consultation, and other means. Stay informed by signing up for our mailing list (see contact information at left) or visiting us online at ...

www.NYSdot.gov/Scajaquadacorridor



NYS Route 198
(Scajaquada Expressway) Corridor
I-190 to NYS Route 33
PIN 5470.22

Project News

Issue I
March 2008



The Scajaquada Study Is Underway

The New York State Department of Transportation (NYSDOT), in conjunction with the Federal Highway Administration (FHWA), has begun a study that will build upon past work conducted by the City of Buffalo and result in the publication of an Environmental Impact Statement (see page 2) for the NYS Route 198 (Scajaquada Expressway) Corridor Project.

Built in the 1950's and running through the middle of the historic Olmsted-designed Delaware Park, the Scajaquada Expressway is an Urban Principal Arterial Expressway and part of the National Highway System. This divided highway, with grade separated interchanges, carries between 39,000 and 80,000 vehicles per day at speeds at or above 50 miles per hour between Interstate 190 and New York State Route 33 (The Kensington Expressway) each day.

This study will examine the feasibility of transforming the Scajaquada Expressway into a feasible and prudent principal urban arterial (non-expressway) facility that is more in harmony with the surrounding community character and natural environment. The reconfigured facility should provide improved visual and functional connectivity between the various features and adjacent resources for motorists, bicyclists and pedestrians. Those resources include Delaware Park, Forest Lawn Cemetery, and Scajaquada Creek.

This is the first in a series of newsletters designed to keep the public informed and involved.

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The study area covers 3.3 miles of the Scajaquada Expressway between the Interstate 190 and Route 33 interchanges. No work is planned on these interchanges as part of this project. The viaduct at the project's western end recently underwent rehabilitation and separate work is planned for a bridge connecting eastbound NYS Route 33 (the Kensington Expressway) to NYS Route 198.

www.NYSdot.gov/scajaquadacorridor



NEW YORK STATE
DEPARTMENT OF
TRANSPORTATION



Who is involved?

You—The Public!

The New York State Department of Transportation (NYSDOT) and Federal Highway Administration (FHWA) are joint lead agencies.

Other local transportation agencies include the Greater Buffalo Niagara Transportation Council (GBNRTC), City of Buffalo Department of Public Works, and Erie County Department of Public Works..

Agencies such as the New York State Department of Environmental Conservation and the United States Army Corps of Engineers will provide environmental review and permit administration.

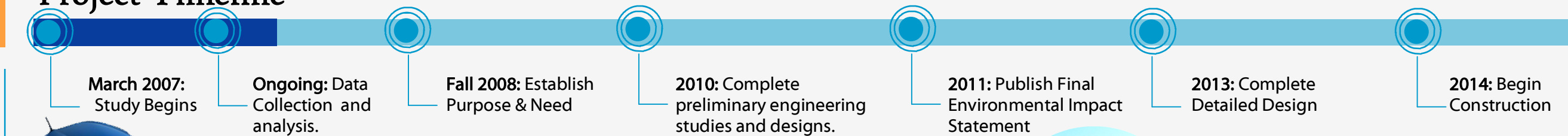
State and local elected Officials include representatives of the Buffalo Common Council and the Mayor's office.

We have also organized a project Stakeholder Group. Over 30 individuals and organizations have been invited to participate first hand in the project process, provide input, and review project milestones. You can find a complete list of stakeholder group members at www.NYSDOT.gov/Scajaquadacorridor.



Scajaquada Creek is considered an important natural resource within the project corridor

Project Timeline



Don't forget your umbrella: NEPA, EIS, & Purpose and Need

NEPA stands for the National Environmental Policy Act of 1969. It requires an interdisciplinary approach to the planning and decision making process for any action that would adversely impact the environment. The process is designed to help decision makers quantify the benefits - and the impacts - of potential solutions to transportation challenges.

There are also many other Federal and State regulations that must be addressed as part of the project development process, or in other words, "covered by the NEPA umbrella."

Major transportation projects must begin with an Environmental Impact Statement (EIS). An EIS is a complex document covering:

- Whether there is a transportation need and how significant it is;
- The potential alternatives exist for addressing the need, including the alternative of doing nothing;
- The potential impacts that may result from each alternative considered; and

- A recommended course of action based on the benefits and impacts identified by the study in relation to the Purpose and Need.

At the heart of an EIS is a statement of the project's Purpose and Need. This statement establishes why an action must be undertaken and is necessary to determine what are the reasonable, prudent, and practicable alternatives.

The NYSDOT, FHWA, involved agencies, stakeholder group, and the public will each have an opportunity to provide input to the Purpose and Need statement as it evolves over time. The current Purpose and Need statement for the project is available at www.NYSDOT.gov/Scajaquadacorridor. Please visit the website and send any comments you have.

Due to the complexity of the issues at hand and the number of detailed studies to be completed, the NYSDOT expects to publish the Final EIS for the Scajaquada Corridor in 2011. There will be many opportunities for the public to offer input over the next several years.



Scajaquada: 2007 in review

March: Study gets underway

April: Data collection efforts begin and project website goes online.

May: Project Stakeholder group is formed and meets for the first time

June: Project team attends environmental kick-off meeting. Initial field traffic data collection completed.

August: A traffic forecasting plan is put in place for the Scajaquada corridor

September: Stakeholder group meets to tour the entire study area

October: Traffic re-counted after physical removal of toll barriers on I-190.

November: First Public Scoping Meeting is held at Medaille College



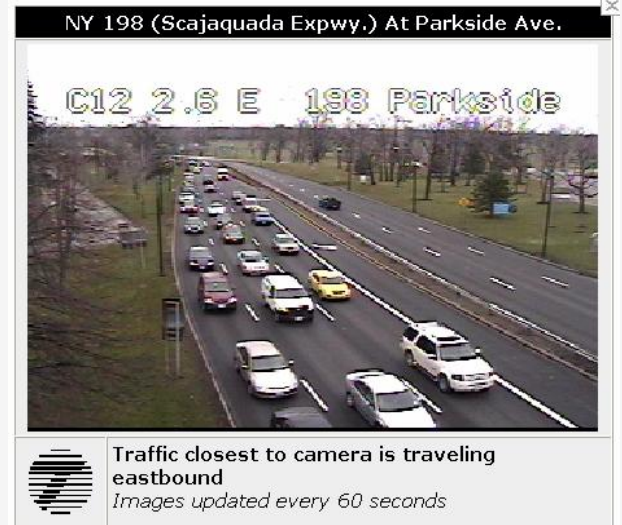
Development of Alternatives

Alternatives will be developed to evaluate the feasibility of transforming the Scajaquada Expressway corridor, building on the area's historic and cultural character, while meeting the needs of motorists, bicyclists, and pedestrians. The concepts studied by the City of Buffalo and documented in its 2005 planning report will be used as a starting point.

The "no action" alternative will be included as a basis for comparison of the build alternatives. Build alternatives would effectively change the roadway's functional classification, reduce operating speeds, and improve safety between I-190 and Route 33. In each case, the reconstructed roadway might include new curbs, highway drainage, sidewalks, bicycle paths, and shared-use facilities. Lighting, signing, and landscaping would also be enhanced.

Today the posted speed limit is 50 miles per hour. The NYSDOT will investigate alternatives that promote the reduction of that speed limit to between 45 and 30 miles per hour using geometry and roadside elements. The study will also investigate the possibility of replacing grade separated interchanges with signalized intersections or modern roundabouts.

Watching the cars go by



You can view up to the minute traffic conditions on the Scajaquada Expressway at Parkside Avenue and around New York State by going to the following link:

<http://www3.travelinfony.com/carsgoogle>



Consulting Parties

Are you a member of an organization or an individual well-versed in archaeological or historic resources and interested in a more detailed review of the Scajaquada Corridor project under the National Historic Preservation act? If so, please contact the NYSDOT for more information (see reverse) on how you can become part of the Scajaquada team.



NYS Route 198 (Scajaquada Expressway) Corridor

I-190 to NYS Route 33
PIN 5470.22

Project News

Issue 2
September 2009



Project Background

The New York State Department of Transportation (NYSDOT), in conjunction with the Federal Highway Administration (FHWA), is continuing our study of the NYS Route 198 (Scajaquada Expressway) Corridor.

Built in the 1950's and running through the middle of the historic Olmsted-designed Delaware Park, the Scajaquada Expressway is an Urban Principal Arterial Expressway and part of the National Highway System. This divided highway, with grade separated interchanges, carries between 37,000 and 65,000 vehicles per day at speeds at or above 50 miles per hour between Interstate 190 and New York State Route 33 (The Kensington Expressway) each day.

The project team is examining the feasibility of transforming the Scajaquada Expressway into a feasible and prudent principal urban arterial (non-expressway) facility that is more in harmony with the surrounding community character and natural environment. The reconfigured facility should provide improved visual and functional connectivity between the various features and adjacent resources for motorists, bicyclists and pedestrians. Those resources include Delaware Park, Forest Lawn Cemetery, and Scajaquada Creek.

This is the second in a series of newsletters designed to keep the public informed and involved.

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For More Information

Call or E-mail:

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Assistant Regional Design Engineer
NYSDOT Region 5
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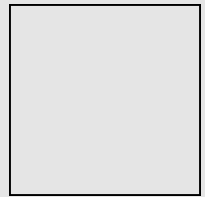


NEW YORK STATE
DEPARTMENT OF
TRANSPORTATION

www.NYSDOT.gov/scajaquadacorridor



New York State Department of Transportation
Region 5
100 Seneca Street
Buffalo, NY 14203
Return Service Requested



Public Workshop Series Begins September 16th

You're Invited to a series of interactive design workshops that will help shape the future of the Scajaquada Corridor.

The project team has held a series of stakeholder group meetings, including a walking tour of the Scajaquada Expressway, gathered public input, conducted field work, and collected data throughout the corridor. With a preliminary understanding of the study areas' physical context, issues, and opportunities, its time to begin collaborating on the development of alternative solutions.

These workshops present an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor and to provide immediate and dynamic feedback on conceptual solutions. The goal is to develop usable outcomes, responsive to the community's needs, that will inform the project team as we move forward with preliminary design.

Each meeting will begin with a brief presentation to the group as a whole. This will help familiarize those who may not have participated in the project before with its purpose and need.

Attendees will then break into smaller groups for a "thinking session," each facilitated by a member of the project team. Each group will brainstorm ideas, talk about concepts, and propose improvements that work close up (for pedestrians and bicyclists) and far away (for motorists, commuters, and trucks). We will look for ways to

improve safety, connectivity, and to bring the facility into better harmony with the surrounding community character and natural environment.

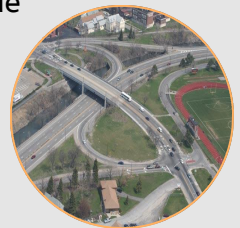
At the conclusion of the breakout session, groups will report back. There will also be time for discussion, to identify common points, and to build consensus.

Each meeting will focus on a segment of the corridor, allowing us to probe the issues and opportunities unique to each area and to tap the experiences of those who live, learn, work, and play in the immediate vicinity.

The first two workshops have been scheduled for:

Interactive Design Workshop Number 1

Focus on I-190 to Elmwood Avenue
Wednesday September 16, 2009
6:30 PM to 8:30 PM
Burchfield Penney Art Center
1300 Elmwood Avenue
Buffalo



Interactive Design Workshop Number 2

Focus on Parkside Avenue to NYS Route 33
Wednesday November 4, 2009
6:30 PM to 8:30 PM
St. Mary's School for the Deaf
2253 Main Street
Buffalo



We look forward to seeing you there!

APPENDIX G
PUBLIC INVOLVEMENT

Press Releases



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

ELIOT SPITZER, Governor · Astrid C. Glynn, Commissioner

Alan Taylor, Regional Director

NEWS

FOR RELEASE: IMMEDIATE
Tuesday, October 23, 2007

CONTACT: Susan Surdej
716-847-3239

NYSDOT TO HOST A SCOPING MEETING ON SCAJAQUADA EXPRESSWAY PROJECT

Wednesday, November 28 at 6 p.m. at Medaille College Lecture Hall

The New York State Department of Transportation (NYSDOT) Regional Director Alan E. Taylor, in cooperation with the Federal Highway Administration, today announced that an Environmental Impact Statement (EIS) will be prepared in accordance with the National Environmental Policy Act (NEPA)/SEQR on the NY Route 198 (Scajaquada Expressway) Corridor project in the City of Buffalo, Erie County.

NY Route 198 is an Urban Principal Arterial Expressway on the National Highway System connecting Interstate 190 and NY Route 33 (Kensington Expressway), with traffic volumes between 34,000 and 54,000 vehicles per day, a design speed of 55 mph, and grade separated interchanges. The Scajaquada Expressway is subject to congestion and higher than expected accidents rates. There are also areas of poor pavement conditions and failing drainage systems. The expressway facility is at odds with the context of the surrounding culturally rich community resources, including a nationally renowned art gallery, an historic Olmsted-designed park, an historic cemetery, historic buildings, higher education institutions and residential neighborhoods. The Scajaquada Expressway acts as a barrier, dividing the park and hindering the use of these resources by the community, including pedestrians and bicyclists. A transportation facility is needed that balances the need to be in harmony with the surrounding community character with the need to provide safe and efficient transportation service for all modes of transportation through the affected area.

The range of alternatives will include no action and give consideration to design components derived from a previous study that investigated changing the expressway character of the existing facility by eliminating grade separated interchanges and providing design elements appropriate to an arterial, including at-grade intersections with signals or roundabouts. Alternatives studied may include rehabilitation of the existing roadway, as well as full reconstruction including new curbs, highway drainage, sidewalks, bicycle paths and shared-use facilities, improved highway lighting and signing, and landscape enhancements. Areas of concern emphasized in the study will include potential environmental impacts upon the adjacent

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neighborhoods, parks, cultural resources, air quality and surface waters from construction, traffic and traffic noise. Additional input from Participating and Cooperating Agencies, and from the public, will be necessary before a final decision will be made regarding the full range of alternatives to be studied.

A series of public information meetings will be held in the City of Buffalo between November 2007 and February 2010, including a public hearing. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS, when prepared, will be available for public and agency review and comment.

A formal NEPA scoping meeting will be held on Wednesday, November 28, 2007, between 6 p.m. and 8 p.m. at Medaille College Lecture Hall, located at 18 Agassiz Circle in the City of Buffalo. The meeting will be an informal open house with a brief formal presentation at 6:30 p.m. Department of Transportation representatives will be present to receive comments and answer individual questions.

For further information, or to request a sign language interpreter or assistive listening device system, please contact Craig Mozrall, Assistant Regional Design Engineer, at (716) 847-3033.

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Contact: Susan Surdej, (716) 847-3239

Release Date: September 11, 2009

NYSDOT TO HOST PUBLIC DESIGN WORKSHOPS ON SCAJAQUADA EXPRESSWAY PROJECT

Wednesday, September 16 at 6:30 p.m. at Burchfield Penney Art Center

The New York State Department of Transportation (NYSDOT), in conjunction with the Federal Highway Administration (FHWA), will host two public design workshops on the continuing study of the NY Route 198 corridor, Scajaquada Expressway, in the city of Buffalo, Erie County.

The project team is examining the feasibility of transforming the Scajaquada Expressway into a non-expressway facility that is more in harmony with the surrounding community character and natural environment. The public is invited to a series of interactive design workshops that will help shape the future of the Scajaquada Corridor.

The first workshop will be held on Wednesday, September 16, 2009, between 6:30 and 8:30 p.m. at the Burchfield Penney Art Center, located at 1300 Elmwood Avenue in the city of Buffalo. It will focus on the segment of the corridor from Interstate 190 to Elmwood Avenue, allowing the project team to probe the issues and opportunities unique to each area, and to tap the experiences of those who live, learn, work, and play in the immediate vicinity.

A second workshop, focusing on the segment of the Scajaquada Expressway corridor from Parkside Avenue to NY Route 33, Kensington Expressway, will take place Wednesday, November 4, 2009, between 6:30 and 8:30 p.m. at St. Mary's School for the Deaf, located at 2253 Main Street in the city of Buffalo.

These workshops present an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor, to provide immediate and dynamic feedback on conceptual solutions and help develop usable outcomes that are responsive to the community's needs.

For further information, or to request a sign language interpreter or assistive listening device system, please contact Craig Mozrall, assistant regional design engineer at (716) 847-3033 or write to the New York State Department of Transportation, 100 Seneca Street, Buffalo, New York 14203 and reference Project Identification Number 5470.22.

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Department of Transportation



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DAVID A. PATERSON, Governor · Stanley Gee, Acting Commissioner

NEWS

FOR RELEASE: IMMEDIATE
Wednesday, October 28, 2009

CONTACT: Susan Surdej
(716) 847-3239

**NYSDOT TO HOST SECOND PUBLIC DESIGN WORKSHOP ON SCAJAQUADA
EXPRESSWAY CORRIDOR PROJECT**
Wednesday, November 4 at 6:30 p.m. at St. Mary's School for the Deaf

The New York State Department of Transportation (NYSDOT), in conjunction with the Federal Highway Administration (FHWA), will host the second in a series of public design workshops on the continuing study of the NY Route 198 corridor, Scajaquada Expressway, in the city of Buffalo, Erie County.

The project team is examining the feasibility of transforming the Scajaquada Expressway into a non-expressway facility that is more in harmony with the surrounding community character and natural environment.

This workshop will be held on Wednesday, November 4, 2009, from 6:30 p.m. to 8:30 p.m. at St. Mary's School for the Deaf, located at 2253 Main Street in the city of Buffalo. It will focus on the segment of the corridor from the Parkside area to the NY Route 198 interchange with NY Route 33.

The public workshop presents an opportunity for the community to take an active role in guiding the future of the Scajaquada Expressway Corridor, to provide immediate and dynamic feedback on conceptual solutions and help develop usable outcomes that are responsive to the community's needs.

For further information, or to request a sign language interpreter or assistive listening device system, please contact Craig Mozrall, assistant regional design engineer, at (716) 847-3033, or write to the New York State Department of Transportation, 100 Seneca Street, Buffalo, New York 14203 and reference Project Identification Number 5470.22.

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Contact: Susan Surdej, (716) 847-3239

Release Date: April 04, 2014

PUBLIC MEETING ON SCAJAQUADA EXPRESSWAY PROJECT SESSION SET FOR WEDNESDAY, APRIL 9 AT 5 P.M. AT BUFFALO STATE COLLEGE

NYSDOT TO HOST PUBLIC MEETING ON SCAJAQUADA EXPRESSWAY PROJECT Session Set for Wednesday, April 9 at 5 p.m. at Buffalo State College

The New York State Department of Transportation (NYSDOT) , in partnership with New York State Assemblyman Sean Ryan, will host a public meeting on Wednesday, April 9, 2014, to discuss a proposed project to transform NY Route 198, the Scajaquada Expressway, from an urban expressway to an urban boulevard in the city of Buffalo, Erie County.

The information session will run from 5 p.m. until 8 p.m. at the Bulger Communications Center at Buffalo State College, located at 1300 Elmwood Avenue in the city of Buffalo. The meeting will include informational displays and a formal presentation on the project, which will start at 6 p.m. Department representatives will be present to receive comments and answer individual questions.

The purpose of this project is to transform the Scajaquada Expressway into a functional urban boulevard that operates in a safe manner, and is in greater harmony with the surrounding community character and natural environment. This involves providing improved visual and functional connectivity between the various features and resources throughout the adjacent area. Vehicular, bicycle, pedestrian and public transportation would be better connected to provide additional opportunities for public access.

The purpose of the meeting is to obtain comments on the transportation alternatives being studied from individuals, groups, officials and local agencies.

For further information, or to request a sign language interpreter or assistive listening system, please contact Frank Billittier, assistant design engineer, at (716) 847-3222, or write to the New York State Department of Transportation, 100 Seneca Street, Buffalo, New York 14203, and reference Project Identification Number 5470.22.

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Contact: Susan Surdej, (716) 847-3239

Release Date: August 31, 2015

STATE DOT TO HOST PUBLIC INFORMATION MEETING ON SCAJAQUADA CORRIDOR PROJECT

Session Set for Wednesday, September 16 at 5 p.m. at Frederick Law Olmsted Public School 64, Buffalo

The New York State Department of Transportation (NYSDOT) will host a public information meeting on Wednesday, September 16, from 5 p.m. to 8:30 p.m. to discuss proposed project alternatives to transform New York Route 198 -- the Scajaquada Expressway -- from an urban expressway to an urban boulevard that is in harmony with the surrounding community in the city of Buffalo, Erie County. The meeting will be held in the auditorium at Frederick Law Olmsted Public School 64, located at 874 Amherst Street at Lincoln Parkway in the city of Buffalo.

The meeting will include an informal open house with displays about the proposed project. A formal presentation and panel discussion about project objectives and the alternatives being studied is scheduled for 7 p.m. State Department of Transportation representatives will be available to receive public comments and answer questions.

NYSDOT has conducted a thorough analysis of several options to reconfigure the Scajaquada Expressway Corridor, engaging elected officials and the community. The Department presented its findings at a public meeting in April 2014. At that meeting, state and local elected officials and community representatives asked that NYSDOT consider two additional alternatives. The new alternatives would reduce the Scajaquada Corridor to one lane in each direction with a 30 mile per hour speed limit or completely remove the Scajaquada Corridor between Elmwood and Parkside Avenues. NYSDOT has completed its evaluation of those proposals and will present its findings at the upcoming public meeting.

An overview of the safety and traffic calming improvements being implemented on the corridor this year also will be presented.

Governor Cuomo ordered NYSDOT to reduce the speed limit on the Scajaquada Corridor from 50 miles per hour to 30 miles per hour on May 31, a day after a 3-year-old boy was killed and his 5-year-old sister was seriously injured when a car jumped the curb and struck the children inside Delaware Park. Additional safety improvements are scheduled to be implemented during this construction season and completed this year.

NYSDOT also has initiated the process to change the functional classification of the roadway as a "principal urban arterial -- expressway." The new classification will be determined through study and discussions with elected officials, the public and other stakeholders. The classification helps determine the role of the roadway, its design, speed limits and future development. The reclassification is intended to help bring the roadway into harmony with Delaware Park and other adjacent properties.

Additional safety improvements implemented this year include:

- Guide rail was installed in June to separate vehicle and pedestrian traffic. A permanent guide rail system is being designed that will be more in keeping with the aesthetics of the Frederick Law Olmsted-designed Delaware Park.
- To calm traffic, the roadway was restriped in August to create narrower lanes, hatched striping on wide areas of the shoulders was added to provide additional visual cues to motorists, and “stop” signs were installed to replace “merge” signs at ramps.
- Temporary, flashing speed notification signs were installed in June. Permanent “Reduced Speed Ahead” signs with flashing beacons will be installed this fall to provide advanced warning of the lowered speed limit.
- New signal controlled pedestrian crossings with raised, high visibility crosswalks will be installed this fall. New pathways also will be constructed connecting these signalized crossings to existing pedestrian and bicycle paths inside of Delaware Park.

For further information, or to request a sign language interpreter or assistive listening system, please contact Craig Mozrall, regional special projects manager, at (716) 847-3238, or write to the New York State Department of Transportation, 100 Seneca Street, Buffalo, New York 14203.

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